



DEPARTMENT OF THE NAVY  
USS NIAGARA FALLS (AFS-3)  
CARE OF FLEET POST OFFICE  
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From: Commanding Officer, USS NIAGARA FALLS (AFS-3)

To: ~~Chief of Naval Operations (OP-0959)~~ →

Director of Naval History (OP-0989)

Washington Navy Yard

Bldg 220, Rm 205

Washington, D. C. 20374

Subj: 1972 Command History

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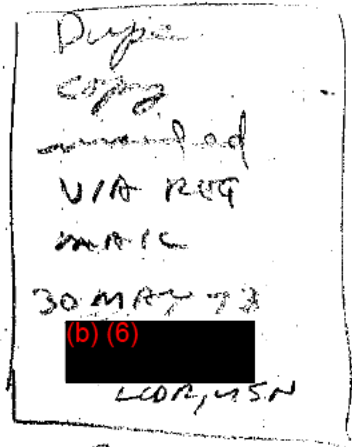
(ATTN: MR. S. L. MORISON)

- Encl:
- (1) Chronology of Outstanding Events 1972
  - (2) Narrative
  - (3) "Welcome Aboard" Pamphlet
  - (4) FALLS Information Pamphlet, "FALLS FLYER"
  - (5) Photograph of USS NIAGARA FALLS (AFS-3)
  - (6) Photograph and Biography of Captain C.R. LONG, USN, Commanding Officer
  - (7) Commanding Officers of USS NIAGARA FALLS (AFS-3)
  - (8) "Change of Command" Pamphlet
  - (9) Roster of Officer Personnel Assigned during 1972
  - (10) Copies of "Family-Grams"
  - (11) Major Ships and Activities Replenished during the 1972 Deployment
  - (12) "Well Done" Messages Received during 1972
  - (13) Copy of Article from September 1972 Issue of SERVPAC Information Bulletin

1. In accordance with reference (a), enclosures (1) through (13) are hereby forwarded.

C.R. LONG

Copy to:  
CINCPACFLT  
COMSERVPAC  
COMSEVENTHFLT  
COMSERVGRU ONE  
COMSERVRON SEVEN  
COMSERVGRU THREE



USS NIAGARA FALLS (AFS-3)

CHRONOLOGY OF OUTSTANDING EVENTS 1972

24 JAN *REVIEW* Completed Post-Deployment Standown at NSC Oakland, California

31 JAN Moved to Triple "A" Shipyard in San Francisco for RAV period

25 FEB Nominated for NEY Award as SERVPAC Representative

08 MAR Completed RAV period at Triple "A" Shipyard in San Francisco

13 MAR Commenced one week of underway training with USS MARS (AFS-1) and USS FLINT (AE-32)

10 APR Commenced one week of underway training with USS FLINT (AE-32)

17 APR Underway for Southern California and training operations with USS WABASH (AOR-5). Embarked two CNO guests, RADM. STANDLEY, USN (Retired) and COL. (b) (6), USA (Retired).

22 APR Visited San Diego, California; debarked two CNO guests

24 APR Conducted Personnel Inspection and COMSERVGRU ONE Awards Presentation. Embarked two helos from HELSUPPRON THREE (HC-3), plus 20 NJROTC students and three civilian guests. Underway for three days of operations providing services for units assigned to Fleet Training Group, San Diego

26 APR Completed Southern California training operations; debarked NJROTC students, civilian guests and HC-3 helos

28 APR Arrived NSC Oakland, California

03 MAY-05 MAY Annual Supply Inspection

15 MAY Commenced nine days of Refresher Training with FLETRAGRU, San Diego, California

26 MAY Arrived NSC Oakland, California and commenced Pre-Deployment load-out

05 JUN-09 JUN Annual 3-M Inspection

08 JUN-09 JUN Pre-Deployment and Admin Inspections conducted by COMSERVRON SEVEN Staff

16 JUN Departed NSC Oakland, California, enroute WESTPAC

24 JUN Chopped to SEVENTH Fleet

01 JUL Arrived Subic Bay, R.P. Helicopter Squadron THREE, Detachment 106 embarked

ENCLOSURE (1)

07 JUL-20 JUL First replenishment operations of the WESTPAC cruise conducted in the South China Sea

28 JUL-31 JUL Visited Kaohsiung, Taiwan

02 AUG-16 AUG Conducted replenishment operations in the South China Sea

27 AUG Crossed the Equator at Longitude 107-04E

28 AUG-02 SEP Visited Singapore

03 SEP-15 SEP Conducted replenishment operations in the South China Sea

23 SEP-29 SEP Conducted replenishment operations in the South China Sea

30 SEP Captain C.R. LONG, USN, (b) (6) relieved Captain C.C. CARTER, USN, (b) (6) as Commanding Officer

02 OCT-07 OCT Visited Hong Kong, B.C.C.

11 OCT COMSERVPAC, RADM. ARMSTRONG, visited ship

14 OCT-17 OCT Visited Kaohsiung. Conducted vertical replenishment (VERTREP) exercises with two Republic of China destroyers

19 OCT-31 OCT Conducted replenishment operations in the South China Sea

23 OCT Conducted CTF 77 cross-deck transfer from USS KITTY HAWK (CVA-63) to USS ENTERPRISE (CVAN-65) using NIAGARA FALLS helos

04 NOV-15 NOV Upkeep period in Sasebo, Japan

23 NOV-03 DEC Conducted underway replenishment operations in the South China Sea

14 DEC Commenced seventh replenishment "line swing" of the cruise in the South China Sea

24 DEC The secretary of the Navy, Honorable John WARNER, and CINCPACFLT, RADM. CLARY, visited NIAGARA FALLS in the Gulf of Tonkin

25 DEC Celebrated Christmas Day off the coast of Vietnam delivering mail to TF 75. NGFS units

27 DEC Arrived Subic Bay

USS NIAGARA FALLS (AFS-3)

NARRATIVE

NIAGARA FALLS with Captain C.C. CARTER, USN, Commanding completed a post-deployment stand-down period at NSC Oakland, California, on 24 January 1972, and moved to Mare Island Annex, Mare Island, California to off-load ammunition and prepare for a restricted availability period. She moved to "Triple-A" Machine Shop in San Francisco on 31 January and commenced a much needed six-week restricted availability (RAV) period. One of the key jobs completed was the installation of a new UNIVAC 1500 Computer System to enhance the ship's automated underway replenishment capabilities. This computer also aids the FALLS' financial control capability.

On 25 February, word was received that NIAGARA FALLS had been nominated for the NEY Award as the Service Force, Pacific representative for the best large mess afloat. This marked the second consecutive year that NIAGARA FALLS was selected to represent Service Force, Pacific. On 5 March, during the RAV period, CDR D.E. HARRIS, JR., USNR, relieved CDR R.M. BALLINGER, USN, as Executive Officer of the NIAGARA FALLS.

Upon completion of the RAV period on 8 March, the ship moved to NSC Oakland to load supplies and prepare for local training operations. On 13 March, NIAGARA FALLS steamed past the "Golden Gate" for the first time in 1972 as she commenced one week underway replenishment training in NOCAL operation areas with the USS FLINT (AE-32). The ship returned to NSC Oakland, California, where she remained for the balance of March.

Continuing this underway training through April, FALLS was selected to provide services for USS WABASH (AOR-5), which was undergoing ship's qualification trials (SQT). Embarking two special CNO guests, retired RADM STANDLEY, USN, and retired COLONEL (b)(6), USA, on 17 April, NIAGARA FALLS commenced underway training exercises with WABASH in SOCAL operation areas. Debarking the two VIPS in San Diego on 21 April, ship's company commenced a well earned liberty weekend in beautiful San Diego. On 24 April, a Captain's personnel inspection was held and was followed by an awards presentation ceremony by Commander Service Group ONE, Captain BOWLING. Medals were presented to three officers and twelve enlisted men of NIAGARA FALLS; the awards represented outstanding performance in Southeast Asia during the ship's 1971 deployment.

Prior to the ceremony, the ship had embarked twenty NJROTC students from Santa Anna Senior High School, Santa Anna, California, and three civilian VIPS to observe the underway training, which included a Training Battle Problem observed by Fleet Training Group observers. The ship also embarked two helos from HELSUPPRON THREE, Imperial Beach, California, to participate in the three days of scheduled training operations. Upon completion of providing services to ships undergoing Refresher Training on 26 April, FALLS debarked the VIPS and NJROTC students by helo and headed north toward home, Alameda, California.

The annual Supply Inspection was held on 3-5 May for which the FALLS was eventually awarded the Blue "E" for excellence in the AFS

Enclosure(2)

fleet for fiscal year 1972.

The beginning of May was a turning point in NIAGARA FALLS stateside employment. An abrupt schedule change was received, and the ship was instructed to prepare to deploy to WESTPAC on 15 July, three months ahead of schedule. NIAGARA FALLS quickly completed preparations for Refresher Training (RFT) in San Diego, which was moved up one month. Commencing "REFTRA" on 15 May, the ship went through nine rigorous days of training. A comprehensive battle problem on 25 May completed this intensive training period.

Upon completion of REFTRA, NIAGARA FALLS then turned north toward NSC Oakland, and while enroute received word that her deployment date had been moved up to mid-June. The ship commenced an arduous pre-deployment loadout on 26 May at NSC Oakland, utilizing two 12-hour shifts. The following 21 days were tiring as well as difficult and trying because of a shortage of time to complete the loadout and the usual pre-deployment inspections.

The week of 5 June, NIAGARA FALLS had its Maintenance Material Management (3-M) Inspection. The Pre-Deployment Inspection (PDI) was conducted by the COMSERVRON SEVEN Staff on 8 and 9 June. The results of these inspections found NIAGARA FALLS with an overall evaluation of "Satisfactory." Completing the loadout of GSK and Ships Store Stock on 10 June, NIAGARA FALLS moved to the Army Refrigerator Dock, Alameda, to load freeze, chill, and dry provisions. On June 16, FALLS was fully ready for deployment in all respects and sailed for WESTPAC.

On 1 July, the ship concluded a fifteen day transit of the Pacific Ocean and moored at NSD Subic Bay, Republic of Philippines to load additional provisions for upcoming replenishment operations. HC-3 DET 106 flew on board from the USS WHITE PLAINS, and the FALLS was now fully equipped for maximum combat support. Fighting the elements of the monsoon season and a limited time at pierside, NIAGARA FALLS sailed from Subic Bay on 5 July for her first "line swing" with a full load. Fleet transient personnel totaling 107 were embarked for further transfer (FFT) to their respective ships in the Gulf of Tonkin.

The ship's first customer of 1972 was the Amphibious Readiness Group (TG 76.4) in the Gulf of Tonkin. NIAGARA FALLS battled inclement weather, heavy seas and worked long arduous hours during this "line swing" to get the job done. It appeared that the FALLS was replenishing the entire SEVENTH Fleet as ships continued to ask for large amounts of stores. The ship found time to make three runs into DaNang RVN, to pick up dairy products (milk and ice cream) and mail for the upcoming customer units. Dairy products were good selling commodities on Yankee Station and the mail served as a great morale boost.

Completing the line swing on 20 July, NIAGARA FALLS returned to Subic Bay on 21 July and commenced loading out for the next "line swing." During this inport period, replenishment data from the first line swing was compiled and released, indicating the FALLS replenished 53 units, issued 952 short tons of load list subsistence and 50 short tons of dairy products in a fourteen day period. This was a record line swing for an AFS, exceeding the previous record by 200 short tons. This fact, coupled

with a severe personnel shortage, especially in storekeepers, exemplified the FALLS dedication, professionalism, and "can-do" spirit. A "WELL DONE" for this noteworthy and record performance was received from Commander Service Group THREE, RADM COLE.

Again fighting torrential rainstorms while loading in Subic, the FALLS completed its Subic loadout on 28 July and steamed towards Kaohsiung, Taiwan. Arriving 29 July, the ship on-loaded fresh fruits and vegetables, while enjoying liberty in Kaohsiung for the first time on the WESTPAC cruise. The second "line swing" commenced on 2 August and was another rigorous ordeal for the FALLS. Included were four aircraft carriers and their escorts, the Amphibious Readiness Group, and SAR/PIRAZ units, in addition to the usual NCFs customers off the coast of Vietnam. On 4 August, a message was received from Commander Service Force Pacific announcing the NIAGARA FALLS as the winner of the Supply "E" for excellence during Fiscal Year 1972. In addition, a "WELL DONE" was received from RADM ARMSTRONG, COMSERVPAC, for the excellence exhibited and the consistent, superior day-to-day professionalism and aggressiveness of the officers and men of the Supply Department. NIAGARA FALLS completed her second "line swing" on 17 August and once again steamed toward Subic Bay to entertain another load-out period.

On 24 August, NIAGARA FALLS set a course for Singapore and a well deserved R & R visit. Crossing the equator on 23 August at Longitude 107-04E, the ship commenced the traditional "poly-wog" initiation. With many of the crew feeling the effects of this indoctrination, including the Captain, the ship continued to Singapore, arriving 28 August for a five day stay.

After taking on fresh fruit, vegetables and milk, the ship commenced its third "line swing" on 3 September. The first customer was the USS CROCKETT (PG-88), who was anchored in a harbor off Con Son Island, RVN. The FALLS conducted the first "boat-rop" of the deployment, utilizing a utility boat. Completing this evolution, the ship headed north along the Vietnam coast towards Yankee Station and many waiting and hungry customers. The 7th through the 9th of September was a noteworthy period, as the FALLS replenished 26 gun-line ships, completing 12 of the 26 UNREPS on 8 September. The balance of the line swing saw four aircraft carrier groups, the Amphibious Readiness Group, and various destroyers of task units.

Completing this line swing on 15 September, NIAGARA FALLS then spent five hurried days in Subic for loadout of provisions. Prior to departure from Subic, Captain C.R. LONG, USN reported aboard as prospective Commanding Officer of USS NIAGARA FALLS. Arriving on Yankee Station on 23 September, the ship commenced her fourth logistic support "line swing." Two of the three aircraft carriers replenished this line swing were VERTREPS only. Prior to UNREP with the USS KITTY HAWK (CVA-63) on 29 September, the FALLS was granted permission to steam in her formation, giving the crew an opportunity to observe aircraft recovery operations. The FALLS had experienced a comparatively light workload during the "line swing," which ended on 30 September near DaNang, RVN.

On that same day, an at-sea change of command ceremony for NIAGARA FALLS was held. Special guests for this occasion were COMSERVGRU THREE/CTF 73, RADM COLE, and COMSERVRON NINE/CTG 73.5, Captain BROMLEY.

After having observed the ship and the crew through replenishment operations, general quarters drills and various other evolutions, Captain C.R. LONG, USN, relieved Captain C.C. CARTER, USN, as Commanding Officer. Debarking the VIPS by FALLS' helo, the ship set a course for Hong Kong for a much awaited R & R period.

Arriving at Hong Kong on 2 October, Captain CARTER departed the ship. After five glorious and carefree days, Subic Bay was the next stop, once again, for loadout and preparation for the upcoming "line swing." While in Subic Bay, NIAGARA FALLS had an informal visit on 11 October by RADM ARMSTRONG, COMSERVPAC. Speaking to the officers and men, he conveyed a personal "WELL DONE" for the courage and continuous efforts that had been displayed since the ship had been an integral part of the fighting SEVENTH FLEET.

The FALLS then proceeded to Kaohsiung, Taiwan to load fresh vegetables from 14 to 16 October. Upon departure at 0800, the morning of 17 October, the ship conducted VERTREP training with two Chinese Nationalist destroyers, (DD-8) and (DD-18), using four 600 pound loads of rice as dummy loads. With the Chinese eager to learn, the evolution went smoothly and was successfully concluded after two hours.

Continuing onto Yankee Station, NIAGARA FALLS commenced its fifth period of combat support in the South China Sea at 0100, 19 October by VERTREPING the USS SARATOGA (CVA-60). Because of the NIAGARA FALLS noted versatility and "can-do" spirit, an instrumental role was played, four days later, in the crossdeck transfer of the CTF 77 staff from the USS KITTY HAWK (CVA-63) to the USS ENTERPRISE (CVAN-65). The expeditious completion of the evolution was indicative of the type of operations that had been successfully performed during each previous "line swing" by the FALLS.

A CONREP consolidation of provisions with the USS MARS (AFS-1) on 24 October was noteworthy because of high flying hours on the helicopter's rotor blades. Concerned with this fact, Captain LONG asked our remaining customers for CONREP vice VERTREP to conserve the remaining helo blade time. On 26 October, the ship received a rotor blade tester, which allowed both helicopters to be tested and returned to full operation. The line swing was completed on 31 October without missing or being late for one commitment. A much needed upkeep period was next on the schedule and the FALLS proceeded to Sasebo, Japan to spend 10 days in an upkeep status.

Arriving in Sasebo, Japan at 0800 on 4 November was like "homecoming" for the FALLS, as Sasebo was the ship's homeport until late 1970. After renewing many old acquaintances, ship's company plunged into a heavy workload. The next 10 days proved to be very productive as 95% of all work requests submitted were completed.

On 15 November, "sayonara" was said to many old (and new) friends, and FALLS departed Sasebo for Subic Bay and another short four day loadout period before the next "line swing." Embarking five Vietnamese midshipmen, three FFT USS TRUXTON (DLGN-35) and two FFT USS RUPERTUS (DD-851), NIAGARA FALLS departed Subic Bay on 22 November for her sixth "line swing" of the deployment. The 23rd of November found the FALLS celebrating Thanksgiving at sea, with all the trimmings and then preparing the ship for the upcoming customers.

The "gators" (Amphibious Ready Group) were the first customers on 24 November and the FALLS provided them with 47 short tons of stores. This was just a "warmup" for the USS AMERICA (CVA-66) and her escorts, who absorbed 250 short tons on 25 November. The ship then paused in DaNang to provide an INREP for Fleet Air Support Unit (FASU) and to pick up dairy products. By 26 November, it was quite apparent that scheduling problems were going to be even worse than on previous "line swings." Rapid changes, including cancellations, last minute requirements or adds, altered dates and rendezvous points, combined with overlapping of message traffic were becoming routine. On 27 and 28 November, the FALLS "floating super market" serviced seven destroyers, two AEs and the USS NEWPORT NEWS (CA-148) for another 250 short tons of cargo, not to mention large quantities of mail, fleet freight, and passengers.

A refueling rendezvous at 1500 on 28 November, with the USNS TALUGA (TAO-62) was aborted due to a request from CTG 77.9 for immediate SAR assistance concerning a possible downed F-4 aircraft in the ship's vicinity, about 40 miles north of DaNang. Expeditiously arriving on the scene, the FALLS assumed on-scene-commander and conducted SAR operations until departing the search area on 29 November. Other units joining in the search were the USS NITRO (AE-23), the USNS TALUGA and the USS BORDELON (DD-881).

After relinquishing on-scene-commander to the USS NITRO, the FALLS steamed towards an early morning rendezvous with two members of the surface Nuclear Navy -- USS ENTERPRISE (CVAN-65) escorted by the USS BAINBRIDGE (DLGN-25). On 30 November, NIAGARA FALLS' helos were tapped with transferring the COMSEVENTH Fleet band from the USS OKLAHOMA CITY (CLG-6) to the USS AMERICA (CVA-66). Between this evolution, the helo transfer of two Vietnamese midshipmen, and the day's other commitments, NIAGARA FALLS squeezed in a DaNang dairy pickup. Finishing the "line swing" on 3 December, the ship turned toward Subic Bay, the port many of ship's company had adopted as the FALLS homeport in WESTPAC.

On 12 December, the ship departed Subic Bay for the seventh "line swing" of the deployment and the last "line swing" of the year. The first two days were ominous signs for this "swing." Evening CONREPS on 13 December with the USS McCAFFERY (DD-860) and the USS O'CALLAHAN (DE-1051) were cancelled due to heavy seas and of 10 customers scheduled for 14 December, cancellations and delays resulted in a final count of three VERTREPS. The scheduled CONREP with the USS MAUNA KEA (AE-22) was cancelled at the last moment in order for the FALLS to pick up a MEDEVAC from the USS CONE (DD-866). Also, 15 and 16 December each produced one cancellation. On two occasions, helo assistance was requested for engine transfers from another MLSF unit to a carrier. These engine transfers allowed an early return of aircraft to ready status, as these aircraft were sorely needed for the intensified bombing campaign taking place in Southeast Asia. A flag ship shift for COMDESRON 21 was also accomplished, three MEDEVAC requests completed and the rapid transfer of fleet freight and passengers from ships in the area became rather routine evolutions in conjunction with our replenishment schedule.

On 24 December, the Secretary of the Navy, Honorable John WARNER and CINCPACFLT, RADM CLARY, arrived by helo for a Christmas visit, during FALLS VERTREP services to SAR/PIRAZ units in the northern part of the Gulf of Tonkin. Christmas day was a day of rest, except for the helos and their



crews, who picked up and delivered mail for NGFS units operating to the north of DaNang. A light schedule of two VERTREPS on 26 December concluded mobile logistic support operations in 1972 for the NIAGARA FALLS. During this last "swing," the FALLS saw 232 passengers cross its flight deck, 75 measurement tons of fleet freight transferred, and 10,100 pounds of mail delivered.

At the end of the year, NIAGARA FALLS still had three months remaining in her WESTPAC deployment. For the deployment until 31 December, FALLS steamed a total of approximately 34,800 miles, while furnishing logistic support to 304 fleet and shore activities. Total amount of provisions issued were 5,463 short tons and over 50,000 line items of spares, repair parts and consumables. Fleet freight transfers totaled 354,547 pounds and mail totaled 63,761 pounds. NIAGARA FALLS "international airport" handled 785 passengers -- all personnel transfers were made via helo. The helos proved to be the mainstay of the FALLS' replenishment effort, as 81 per cent of all replenishments were VERTREPS.

PHOTOGRAPH OF USS NIAGARA FALLS (AFS-3)

ENCLOSURE (5)

PHOTOGRAPH AND BIOGRAPHY  
OF CAPTAIN C.R. LONG, USN,  
COMMANDING OFFICER

ENCLOSURE (6)

OFFICERS WHO HAVE SERVED ONBOARD USS NIAGARA FALLS DURING 1972

<u>OFFICER</u>	<u>MONTH DEPARTED</u>
CAPT. C.C. CARTER	SEP 72
CDR. (b) (6)	APR 72
CDR. R.W. DALLINGER	MAR 72
LCDR. (b) (6)	DEC 72
LCDR. (b) (6)	OCT 72
LCDR. (b) (6)	APR 72
LCDR. (b) (6)	APR 72
LCDR. (b) (6)	AUG 72
LCDR. (b) (6)	NOV 72
LT. (b) (6)	APR 72
LT. (b) (6)	JUL 72
LT. (b) (6)	DEC 72
LT. (b) (6)	JUL 72
LT. (b) (6)	JUL 72
LT. (b) (6)	JUL 72
LT. (b) (6)	AUG 72
LT. (b) (6)	AUG 72
LT. (b) (6)	SEP 72
LT. (b) (6)	NOV 72
LT. (b) (6)	NOV 72
LT. (b) (6)	NOV 72
LT. (b) (6)	AUG 72
LTJG (b) (6)	NOV 72
LTJG (b) (6)	JAN 72
LTJG (b) (6)	JAN 72
LTJG (b) (6)	MAR 72
LTJG (b) (6)	APR 72
LTJG (b) (6)	JUL 72
ENS. (b) (6)	DEC 72
ENS. (b) (6)	JAN 72
ENS. (b) (6)	APR 72
CWO2 (b) (6)	DEC 72
CWO2 (b) (6)	JUL 72
CWO2 (b) (6)	APR 72

OFFICERS ASSIGNED TO USS NIAGARA - 31 DECEMBER 1972

CAPT. C.R. LONG

CDR. D.E. HARRIS, JR.

CDR. (b) (6)

LCDR.

LCDR.

LT. (b) (6)

LT.

LT.

LT.

LT.

LTJG (b) (6)

LTJG

LTJG

LTJG

LTJG

LTJG

LTJG

ENS.

ENS.

ENS.

ENS.

ENS.

CWO3

CWO2

CWO2

WO1 (b) (6)

WO1

COPIES OF "FAMILYGRAMS"

ENCLOSURE (10)

MAJOR SHIPS AND ACTIVITIES REPLENISHED DURING THE 1972 DEPLOYMENT

USS ABNAKI (ATF-96)	USS HENDERSON (DD-785)
USS ALAMO (LSD-33)	USS REPEURN (DE-1055)
USS AMERICA (CVA-66)	USS HEWES (DE-1078)
USS ANDERSON (DD-786)	USS HOEL (DDG-13)
USS BADGER (DE-1071)	USS HOLLISTER (DD-788)
USS BAINBRIDGE (DLGN-25)	USS HULL (DD-945)
USS BASTILONE (DD-834)	USS HOHN PAUL JONES (DDG-32)
USS BAUSELL (DD-845)	USS JOHN S. MCCAIN (DDG-36)
USS BENJAMIN STODDERT (DDG-22)	USS JOUETT (DLG-29)
USS BERKELEY (DDG-15)	USS JUNEAU (LPD-10)
USS BIDDLE (DLG-34)	USS KANSAS CITY (AOR-3)
USS BLAKELY (DE-1072)	USS KAWISHIWI (AO-146)
USS BLUE RIDGE (LCC-19)	USS KING (DLG-10)
USS BORDELON (DD-881)	USS KITTY HAWK (CVA-63)
USS BRONSTEIN (DE-1037)	USS KRAUS (DD-849)
USS BROOKE (DEG-1)	USS KYES (DD-787)
USS BUCHANNAN (DDG-14)	USS LANG (DE-1066)
USS BUCKLEY (DD-803)	USS LANE (DD-765)
USS CACAPON (AO-52)	USS LEONARD F. MASON (DD-852)
USS CAMDEN (AOE-2)	USS LOCKWOOD (DE-1064)
USS CLAUDE JONES (DE-1033)	USS LONG BEACH (CLGN-9)
USS CLEVELAND (LPD-7)	USS MAHAN (DLG-11)
USS COCHRANE (DDG-21)	USS MANITOWAC (LST-1180)
USS CONE (DD-866)	USS MARS (AFS-1)
USS CROCKETT (PG-88)	USS MAUNA KEA (AE-22)
USS DAVIDSON (DE-1045)	USS MCCAFFERY (DD-860)
USS DAVIS (DD-937)	USS MEYERKORD (DE-1058)
USS DENVER (LPD-9)	USS MIDWAY (CVA-41)
USS DEWEY (DLG-14)	USS MILWAUKEE (AOR-1)
USS DUBUQUE (LPD-8)	USS MISPELLION (AO-105)
USS DULUTH (LPD-6)	USS MOBILE (LKA-115)
USS EDWARDS (DD-950)	USS MONTICELLO (LSD-35)
USS ENGLAND (DLG-22)	USS MORTON (DD-948)
USS ENTERPRISE (CVAN-65)	USS MOUNT HOOD (AE-29)
USS EPPERSON (DD-719)	USS MULLINIX (DD-944)
USS EVERSOLE (DD-789)	USS NEW ORLEANS (LPH-11)
USS F. B. PARKS (DD-884)	USS NEWPORT NEWS (CA-148)
USS FLINT (AE-32)	USS NITRO (AE-23)
USS FRESNO (LST-1182)	USS O'CALLAHAN (DE-1051)
USS GLENNON (DD-840)	USS CODEN (LPD-5)
USS GOLDSBOROUGH (DDG-20)	USS OKINAWA (LPH-3)
USS GRIDLEY (DLG-21)	USS OKLAHOMA CITY (CLG-5)
USS HAMNER (DD-718)	USS ORISKANY (CVA-34)
USS HANCOCK (CAV-19)	USS ORLECK (DD-886)
USS HANSON (DD-832)	USS OUELLET (DE-1077)
USS HAROLD E. HOLT (DE-1074)	USS OZBOURN (DD-846)
USS H.B. WILSON (DEG-7)	USS PARSONS (DDG-33)

USS PASSAUMPSIC (AO-107)	USS SCHOFIELD (DEG-3)
USS PAUL (DE-1080)	USS SHELTON (DE-790)
USS PERRY (DL-384)	USS SOMERS (DDG-34)
USS POINT DEFIANCE (LSD-31)	USS STERRET (DLG-3)
USS PONCHATOUA (AO-148)	USS SURIBACHI (AE-21)
USS PREBLE (DDG-15)	USNS TALUGA (TAO-62)
USS PROVIDENCE (CLG-6)	USS TOWERS (DDG-9)
USS PYRO (AE-24)	USS TRIPOLI (LPH-10)
USS RAMSEY (DEG-2)	USS TRIPPI (DE-1075)
USS RANGER (CVA-61)	USS TRUXTON (DLGN-35)
USS RATHBURN (DE-1057)	USS TULARE (LKA-112)
USS REEVES (DLG-24)	USS TURNER JOY (DD-951)
USS RICH (DD-820)	USS VEGA (AF-59)
USS ROARK (DE-1053)	USS VRSUVIUS (AR-15)
USS ROBISON (DDG-12)	USS WABASH (AOR-5)
USS ROWAN (DD-782)	USS WACCAMAW (AO-109)
USS R.S. EDWARDS (DD-950)	USS WESTCHESTER COUNTY (LST-1116)
USS RUFERIUS (DD-351)	USS WHITEFIELD COUNTY (LST-1169)
USS SAFEGUARD (ARB-25)	USS WICHITA (AOR-1)
USS SAN BERNARDINO (LST-1160)	USS WILTSIE (DD-716)
USS SAN JOSE (AFS-7)	USS WIPPLE (DE-1062)
USS SANTA BARBARA (AE-26)	USS WORDEN (DLG-18)
USS SARATOGA (CVA-60)	
USS SAREFIELD (DD-037)	
USS SAVANNAH (AOR-4)	
USS SCHENECTADY (LST-1125)	

SHORE FACILITIES REPLENISHED DURING 1972

Fleet Air Support Facility (FASU), DaNang, Republic of Vietnam



"WELL DONE" MESSAGES

RECEIVED DURING 1972

ENCLOSURE (12)

COPY OF ARTICLE FROM  
SEPTEMBER 1972 ISSUE OF  
"SERVPAC INFORMATION BULLETIN"

ENCLOSURE (13)

Chief Warrant Officer (b) (6) takes his swings at the former Special Services car.

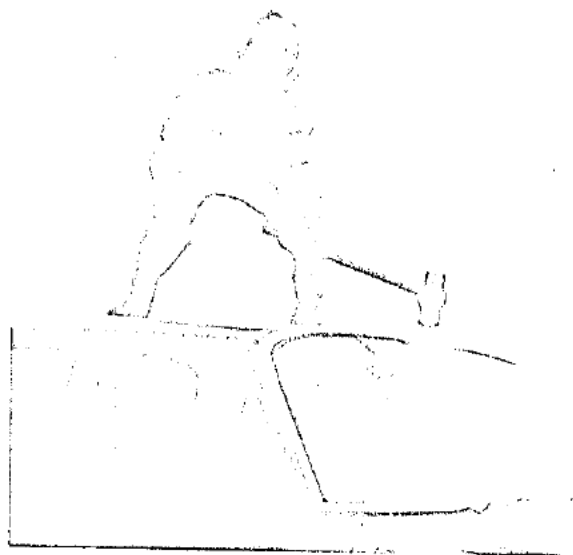
The Navy Relief Fund Drive hit combat stores ship USS Niagara Falls full swing, or as the case may be, full swings. It all started when the ship's Special Service vehicle was declared beyond economical repair. After a quick check with BUPERS, the Captain received permission to make destruction and burial of the car a feature event in the Navy Relief Charity Drive.

Enroute to San Diego, Ensign (b) (6) the drive coordinator, gathered all hands for a destruction derby. An auction was held to determine the highest bidder for the privilege of striking the first blow. That mighty blow was struck by Chief Warrant Officer (b) (6). Mr. (b) (6) shipmates then took over with sledges and fire axes to severely punish this old sedan at the rate of 10 blows for a dollar.

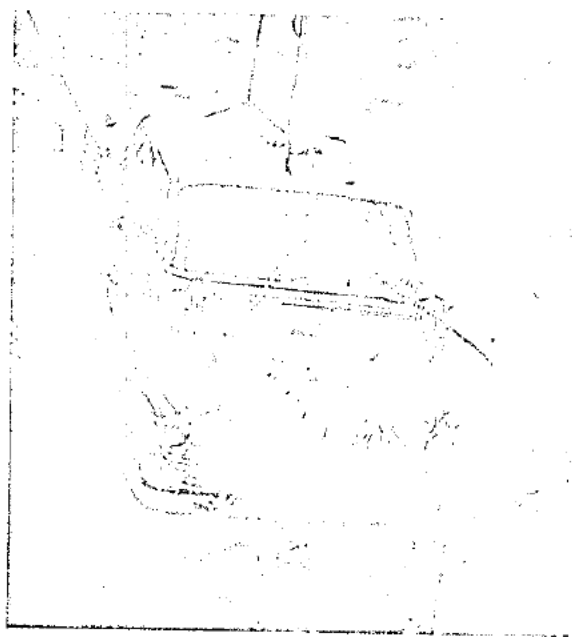
After \$70 worth of blows had been struck, the wreck was swung out over the side and a raffle was held to determine who would use the explosive cable cutter and bury the wreck at sea. Radioman Second Class (b) (6) won the honors and cut the car loose.

Then it was cleanup time for the mess on deck. Mr. (b) (6) had thoughtfully spared the "deck apes" by arranging to rent the services of Captain C. C. Carter for \$5, the XO for \$4, department heads for \$3. The captain retaliated by renting all 28 chief petty officers. The cleanup was climaxed by Ensigns (b) (6) and (b) (6) the two deck division officers, when their men rented them to carry the G. I. can to the fantail. There was a mighty cheer from all assembled as these two ensigns did their duty.

Other events held on the Falls included a pie eating contest, a night in the Captain's in-port cabin with breakfast in bed served by the XO, a bake sale plus others which netted 100% participation and \$360 for Navy relief.



## CAR BASH NETS \$360 FOR NAVY RELIEF



The Special Services car prepares for its burial after giving its all for charity aboard USS Niagara Falls.

ENCLOSURE (13)

AFS-3/03:ata

5750

Ser: **119**

**5 MAR 1974**

Report Symbol 5750-1

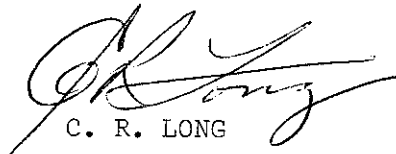
From: Commanding Officer, USS NIAGARA FALLS (AFS-3)  
To: Director of Naval History (OP-09B9)

Subj: USS NIAGARA FALLS (AFS-3) 1973 Command History

Ref: (a) OPNAV INST 5750.12B

Encl: (1) Chronology of Outstanding Events 1973  
(2) Narrative  
(3) "Welcome Aboard" Pamphlet  
(4) FALLS Information Pamphlet, "FALLS FLYER"  
(5) Photograph of USS NIAGARA FALLS (AFS-3)  
(6) Photograph and Biography of Captain C.R. LONG, USN, Commanding Officer  
(7) Commanding Officers of USS NIAGARA FALLS (AFS-3)  
(8) Commander Service Squadron Seven disestablishment ceremony program  
(9) Roster of Officer Personnel assigned during 1973  
(10) Copies of "Family-Grams"  
(11) Major Ships and Activities replenished during 1973  
(12) "Well Done" messages received during 1973

1. In accordance with reference (a), enclosures (1) through (12) are hereby forwarded.

  
C. R. LONG

Copy to:  
CNO  
CINCPACFLT  
COMSEVENTHFLT  
COMSERVPAC  
COMSERVGRU ONE  
COMSERVGRU THREE  
CHINFO

CHRONOLOGY OF OUTSTANDING EVENTS 1973

01 Jan Celebrated New Years Day at Subic Bay, R.P. as a member of SEVENTHFLT'S MLSF.

03 Jan Completed six days loadout at NSD Subic Bay; underway for Singapore.

06 Jan Arrived Singapore Man-of-War Anchorage.

07 Jan Conducted boat INREPS with USS KRAUS (DD-849) and USS MOUNT KATMAI (AE-16) in Singapore.

08 Jan Conducted boat INREP with USS HORNE (DLG-30) in Singapore.

09 Jan Underway for first line swing of 1973, eighth line swing 1972-1973 WESTPAC Cruise.

21 Jan HC-3 Det 106 cross-decked at sea to USS WHITE PLAINS (AFS-4). NIAGARA FALLS taken under tow in Danang harbor by USS CHOWANOC (ATF-100) due to main engine casualty.

24 Jan CHOWANOC relieved of tow by USS ABNAKI (ATF-96) during transit to Subic.

27 Jan Arrived Subic for repairs to main engine. Assigned RAV period from 27 Jan to 08 Feb.

02 Feb HC-3 Det 105 cross-decked to NIAGARA FALLS from USS FLINT (AE-32) in Subic.

07 Feb Dock trials for main engine repairs.

08 Feb Conducted sea trials for main engine repairs.

10 Feb CASCOR main engine, completed loadout.

11 Feb Departed Subic for Kaohsiung, Taiwan. Returned to Subic due to low vacuum in main engine.

12 Feb Nominated for Ney Award as SERVPAC Representative.

13 Feb Conducted sea trials for main engine repairs, returned to Subic.

18 Feb CASCOR main engine, underway for Kaohsiung.

19 Feb CHOP to CTG 72.1 enroute Kaohsiung.

20 Feb Arrived Kaohsiung for provisions loadout.

21 Feb Departed Kaohsiung for services in the South China Sea, began second line swing of 1973, CHOP to CTG 73.5.

01 Mar Arrived Subic.

06 Mar Completed loadout for third line swing, departed Subic enroute Kaohsiung, CHOP to CTF 72.

07 Mar Arrived Kaohsiung for provisions loadout.

08 Mar Conducted helo INREP with USS DECATUR (DDG-31), USS LAWE (DD-763), USS DIXIE (AD-14), USS KING (DLG-10), USS CHANDLER (DD-717), and USNS TALUGA (T-AO-62) in Kaohsiung Harbor.

10 Mar Departed Kaohsiung for services South China Sea, CHOP to CTG 73.5. Commenced tenth and final line swing of 1972-1973 WESTPAC Cruise.

18 Mar HC-3 Det 105 Helos transferred to USS CONSTELLATION (CVA-64) to assist in CTF 77/COMCARDIV FIVE staff cross-deck to USS ENTERPRISE (CVAN-65).

18 Mar Enroute Subic, diverted to the Northern Gulf of Tonkin to replenish expended firefighting equipment TG 78.0 (END SWEEP) units depleted due to fire in USS ENHANCE (MSO-437).

20 Mar Arrived Subic for final load adjust prior to OUTCHOP.

23 Mar Completed load adjust.

24 Mar Cross-decked HC-3 Det 105 to USS FLINT (AE-32).

25 Mar Enroute Yokosuka, Japan, CHOP to CTG 73.3.

28 Mar Arrived Yokosuka, commenced offload of freeze provisions to NSD Yokosuka.

02 Apr Departed Yokosuka enroute Alameda, California.

05 Apr CHOP to COMTHIRDFLT.

12 Apr Arrived Alameda, commenced Post Deployment Standdown.

30 Apr COMSERVRON SEVEN informal inspection visit.

14 May Commenced eight-week Readiness Improvement Period (READIMP) RADM P.B. ARMSTRONG, COMSERVPAC, visit.

29 May Commenced INSURV Inspection.

30 May Annual Supply Inspection.

02 Jun Completed INSURV, continued READIMP.

25-30 Jun SECAS Validation.

28 Jun COMSERVRON SEVEN Disestablishment Ceremony on board.

09 Jul Underway for ISE.

10 Jul Inport NSC Oakland, California.

14 Jul Concluded READIMP.

14-15 Jul	Hosted Naval Reservists from Fleet Expansion Unit, Alameda.
17 Jul	Underway for Seattle.
20-22 Jul	Inport Seattle, held general visiting 21 July.
23 Jul	Enroute San Francisco.
24 Jul	Assisted USS SACRAMENTO (AOE-1) during her underway Material Inspection. RADM P.B. ARMSTRONG, COMSERVPAC, visited ship via highline.
26 Jul	Inport NSC Oakland for pre-RAV period.
31 Jul	COMSERVGRU ONE visit.
07 Aug	Shifted to NWS Concord for ammunition offload.
13 Aug	Shifted berths from NAS Alameda to Triple A Machine Shop, San Francisco, Ca. to commence ten week RAV including NDF conversion. Dependents cruise held during berth shift.
15 Oct	Underway for two days of RAV sea trials in local San Francisco Op-areas.
16 Oct	RAV sea trials completed, inport NSC Oakland.
18 Oct	COMSERVGRU ONE visit.
19 Oct	RAV completed.
23 Oct	Completed post-RAV ammo load-out at anchorage.
30 Oct	Underway for ISE and UNREP exercises with SACRAMENTO off the coast of Oregon.
01 Nov	Inport NSC Oakland.
02-03 Nov	Helicopter certification inspection.
05 Nov	Underway for type training off Southern California.
07-08 Nov	Provided services to Fleet Training Group (FTG) units, conducted helo exercises off San Diego.
08-11 Nov	Inport San Diego.
09 Nov	Training Readiness Evaluation conducted by FTG San Diego.
12 Nov	CHOP to CTG 54.1 (COMFLETRAGRU) for Interim Refresher Training (IRFT).
12-20 Nov	Commenced underway IRFT.
16-17 Nov	Inport San Diego.
20 Nov	Conducted Final Battle Problem, CHOP to CTG 33.1 upon completion IRFT.
21 Nov	Inport NSC Oakland.

Enclosure (1)

26 Nov	Entered POM, commenced pre-deployment loadout.
27-29 Nov	Annual 3M Inspection.
10-11 Dec	Pre-Deployment/Admin Inspections.
17-21 Dec	Shifted berths to ARD Alameda for provisions loadout.
29 Dec	HC-3 Det 109 arrived onboard at NSC Oakland.

Enclosure (1)



25 Nov. Entered POM, commenced pre-deployment loadout.  
27-29 Nov Annual 3M Inspection.  
10-11 Dec Pre-Deployment/Admin Inspections.  
17-21 Dec Shifted berths to ARD Alameda for provisions loadout.  
21 DEC Shifted berths to NSC Oakland.  
29 DEC HC-3 Det 109 arrived onboard at NSC Oakland.

Enclosure (1)

USS NIAGARA FALLS (AFS-3)

NARATIVE

NIAGARA FALLS with Captain C.R. LONG, USN, commanding completed a six-day resupply loadout at Naval Supply Depot, Subic Bay on 3 January 1973 and got underway for Singapore. After arriving at Man-of-War Anchorage in Singapore on 6 January, she conducted boat INREPS with USS RICHARD E. KRAUS (DD-849) and USS MOUNT KATMAI (AE-16) on 7 January and with USS HORNE (DLG-30) on 8 January. After completing a fresh provisions loadout at anchor, FALLS was underway for the first line swing of 1973 the eighth of the 1972-1973 WESTPAC Cruise.

The eighth line swing of the cruise proved to be as arduous as the previous ones. NIAGARA FALLS replenished five aircraft carriers and their escorts, an Amphibious Ready Group, ten service force units, SAR/PIRAZ units off North Vietnam and the usual steady customers the NGFS units off the coast of Republic of Vietnam. In addition she made four trips to Danang to pick up fresh dairy products and mail for distribution to Tonkin Gulf units. A total of 46 ships were replenished and 971 short tons of load list and subsistence items were issued in a thirteen-day period.

On 21 January HC-3 Det 106 was cross-decked to the USS WHITE PLAINS (AFS-4) at sea. On the same day, NIAGARA FALLS was taken under tow in Danang harbor by USS CHOWANOC (ATF-100) because of a main engine casualty. It was discovered that the forward high pressure and low pressure turbine bearings were damaged from a momentary loss of lube oil. CHOWANOC was relieved of her tow by USS ABNAKI (ATF-96) on 24 January and on 27 January NIAGARA FALLS arrived in Subic Bay for main engine repairs. She was assigned a Restricted Availability (RAV) period from 27 January to 8 February. On 2 February HC-3 Det 105 cross-decked to NIAGARA FALLS from USS FLINT (AE-32) in Subic Bay. On

7 February satisfactory dock trials were conducted, followed by sea trials on 8 February. Additional repairs were required, and NIAGARA FALLS returned to Subic Bay. Re-supply loadout was completed on 10 February and on 11 February she got underway for Kaohsiung, Taiwan, only to have to return to Subic due to low vacuum in the main engine.

On 12 February word was received that NIAGARA FALLS had been nominated for the NEY award as the Service Force, Pacific representative, for the best medium general mess afloat. This marked the third consecutive year that NIAGARA FALLS was selected to represent the Service Force, Pacific, in this category. A "WELL DONE" for this note-worthy performance was received from a Commander Service Group THREE, RADM COLE.

The low vacuum in the main engine was the result of metal fatigue, which caused a twenty-four inch long crack on the top of the low pressure turbine casing. On 18 February NIAGARA FALLS successfully completed sea trials and was underway for Kaohsiung for a fresh provision loadout. Arriving in Kaohsiung on 20 February, the loadout was conducted overnight and NIAGARA FALLS was underway for the South China Sea and her ninth line swing of the cruise.

While enroute to the Gulf of Tonkin she replenished USS RICHARD E. KRAUS (DD-849) on 22 February. The next day proved to be a long and arduous as NIAGARA FALLS replenished nine NGFS customers off the coast of Republic of Vietnam. On 24 February she was in Danang to pick up dairy products and to lift the excess subsistence stores out of Fleet Air Support Unit Danang, to assist in the phase down and closeout of that activity. On 27 February she headed for Subic Bay. Although a short line swing, 69 passengers were transferred, 6000 pounds of mail were delivered, and 30 tons of fleet freight were handled in addition to the sixteen UNREPS which amounted to some 355 short tons of provisions.

On 1 March she arrived in Subic and commenced re-supply loadout for her

tenth line swing. The loadout was completed on 6 March and she was underway for Kaohsiung, arriving the next day. On 8 March NIAGARA FALLS conducted VERTREP operations in Kaohsiung harbor with USS DECATUR (DDG-31), USS WILLIAM C. LAWE (DD-763), USS DIXIE (AD-14), USS KING (DLG-10), USS THEODORE E. CHANDLER (DD-717), and USNS TALUGA (T-AO-62).

NIAGARA FALLS departed Kaohsiung on 10 March and began her tenth and final line swing of the cruise on 12 March with a dairy pickup at Danang. The following day was very busy in the Northern Gulf of Tonkin as she re-supplied a total of 17 units of operation END SWEEP, the minesweeping operation off the coast of North Vietnam. On 14 March she VERTREPPEd the northern SAR units and then headed for a 15 March dairy pickup at Danang. After the milk run, NIAGARA FALLS UNREPPED USS ENTERPRISE (CVAN-65) and escort. Another milk run was made on 17 March, and on 18 March USS CONSTELLATION (CVA-64) became her last regular customer of the cruise when she recieved the 14,584th (and last) pallet of material issued since FALLS arrival in WESTPAC in June 1972.

Following the VERTREP, FALLS' helos were transferred to CONSTELLATION to assist in cross-decking Commander Task Force SEVENTY-SEVEN/Commander Carrier Division FIVE Staff to ENTERPRISE. The final line swing consisted of 26 replenishments of some 454 short tons plus the normal passenger and mail transfers. NIAGARA FALLS headed for Subic only to be diverted to the northern Gulf of Tonkin to replenish expended fire fighting equipment that Task Group 78.0 (END SWEEP) units had depleted during a fire in USS ENHANCE (MSO-437). She also unloaded the crew of ENHANCE for further transfer to Subic. On 20 March NIAGARA FALLS arrived in Subic for final load adjust prior to OUTCHOP from SEVENTH Fleet. Load adjust was completed 23 March and on 24 March HC-3 Det 105 was cross-decked to USS FLINT (AE-32). On 25 March NIAGARA FALLS turned her back on her second "home," Subic Bay, and sailed for Yokosuka, Japan.

During ten line swings from June 1972 to March 1973 NIAGARA FALLS replenished some 367 ships of 28 different types. She issued 224 short tons of fleet freight, transferred 70,708 pounds of mail, 917 passengers and issued a total of 67,000 line items (GSK/provisions/ships store) totaling 8032 short tons.

On 28 March she arrived at Naval Supply Depot, Yokosuka and commenced off-loading excess frozen provisions. Offload completed, she then departed Yokosuka on 2 April bound for her California home. On 5 April she departed the Western Pacific (WESTPAC) area and returned to the operational command of Commander THIRD Fleet. On 12 April NIAGARA FALLS arrived at NSC Oakland and commenced a well deserved post-deployment standdown.

On 30 April Commander Service Squadron SEVEN came aboard for an informal inspection visit. NIAGARA FALLS also underwent a post-deployment electronics inspection conducted by Mobile Technical Unit NINE. On 14 May the post-deployment standdown was over and she entered an eight-week Readiness Improvement (READIMP) period. This period was designed as an intensified period for training and maintenance, and many ships force jobs were completed as well as two FAST cruises. On 14 May, Commander Service Force, Pacific, RADM P.B. ARMSTRONG came aboard for a visit.

On 29 May a team from the Board of Inspection and Survey commenced NIAGARA FALLS' first INSURV Inspection since commissioning. The annual Supply Inspection began the next day and was completed on 2 June. The findings of the INSURV TEAM proved extremely useful in indentifying required repairs for ships force and shipyard accomplishment.

From 25-30 June a special team from NAVSEC San Diego came on board to conduct a Ships Equipment Configuration Accounting System (SECAS) validation. This validation provided the data base for a series of reports which replaced the NAVSHIPS 4110 report and listed every piece of electronic and interior

communications equipment carried on the FALLS.

On 28 June Service Squadron SEVEN was disestablished in a special ceremony on board NIAGARA FALLS. Administrative command of NIAGARA FALLS was assumed by Commander Service Group ONE.

NIAGARA FALLS got underway for the first time since returning from WESTPAC on 9 July for Independent Steaming Exercises (ISE) in local San Francisco operations areas and returned to NSC Oakland on 10 July. On 14 July the READIMP period concluded.

On 14 and 15 July NIAGARA FALLS hosted a group of Naval Reservists from the Fleet Expansion Unit, Alameda. These reservists were able to sample ship-board life and experience in two days. Indoctrination briefings were conducted and each man was given the opportunity to work within his specialty. General damage control drills were first conducted by ships force and then by the reservists.

On 17 July NIAGARA FALLS was underway for Seattle, Washington. Along the way general drills were conducted, and she arrived in Seattle on 21 July, General visiting was conducted on 21 July. On 23 July she got underway for San Francisco and on 24 July served as the assist ship for USS SACRAMENTO (AOE-1) during her Underway Material Inspection. During the course of this evolution, Commander Service Force, Pacific, RADM P.B. ARMSTRONG came aboard via highline for a visit. On 26 July FALLS was inport at NSC Oakland and began her pre-Restricted Availibility (RAV) period.

Commander Service Group ONE came aboard for a visit on 31 July and on 7 August NIAGARA FALLS shifted berths to Naval Weapons Station, Concord, California to off load ammunition in preparation for the RAV. The next day she shifted to NAS Alameda to make final preparations for the RAV. On 13 August NIAGARA FALLS entered Triple A Machine Shop, San Francisco, California

to commence a ten-week shipyard period which included conversion to Navy Distillate Fuel (NDF). A Dependents Cruise was held in conjunction with the berth shift that morning.

During the RAV a large amount of work was completed by outside contractors. However, a significantly larger amount was completed by ships force. The key shipyard job for this period was the NDF conversion. A concentrated effort was put forth by every work center on the ship, and the net result was an overall improvement in the material condition of the ship.

As the RAV drew to a close the ship got underway on 15 October for two days of sea trials in the local San Francisco Op-areas. On 16 October she returned to NSC Oakland upon completion of sea trials. Commander Service Group ONE was aboard for a visit on 18 October and the next day the RAV officially ended. NIAGARA FALLS shifted to an anchorage in San Francisco Bay on 23 October for her post-RAV ammunition loadout.

In the upcoming weeks NIAGARA FALLS intensified her training schedule as she got underway on 30 October for several days of ISE and UNREP exercises with USS SACRAMENTO (AOE-1) off the coast of Oregon. She returned to NSC Oakland on 1 November and on 2 November received a Helicopter Certification Inspection which qualified her to safely operate with almost any type of helicopter used by the Navy. On 5 November she was underway for Southern California and a period of type training. On 7 and 8 November she provided services to Fleet Training Group (FTG) Units and also conducted VERTREP operations with helicopters from HELSUPPRON THREE.

On 8 November she entered San Diego and made final preparations for Interim Refresher Training (IRFT). A Training Readiness Evaluation (TRE) was conducted on 9 November and on 12 November NIAGARA FALLS shifted operational command to Commander Task Group FIFTY FOUR point ONE (COMFLETRAGRU) and began the underway period of IRFT. Training evolutions were conducted both underway

and inport from 12-20 November. A comprehensive Final Battle Problem completed this intensive training period on 20 November and NIAGARA FALLS shifted back under the operational control of Commander Task Group THIRTY THREE point ONE (COMSERVGRU ONE). The ship arrived at NSC Oakland on 21 November and on 26 November commenced load out for the next WESTPAC Cruise, scheduled to commence on 3 January 1974.

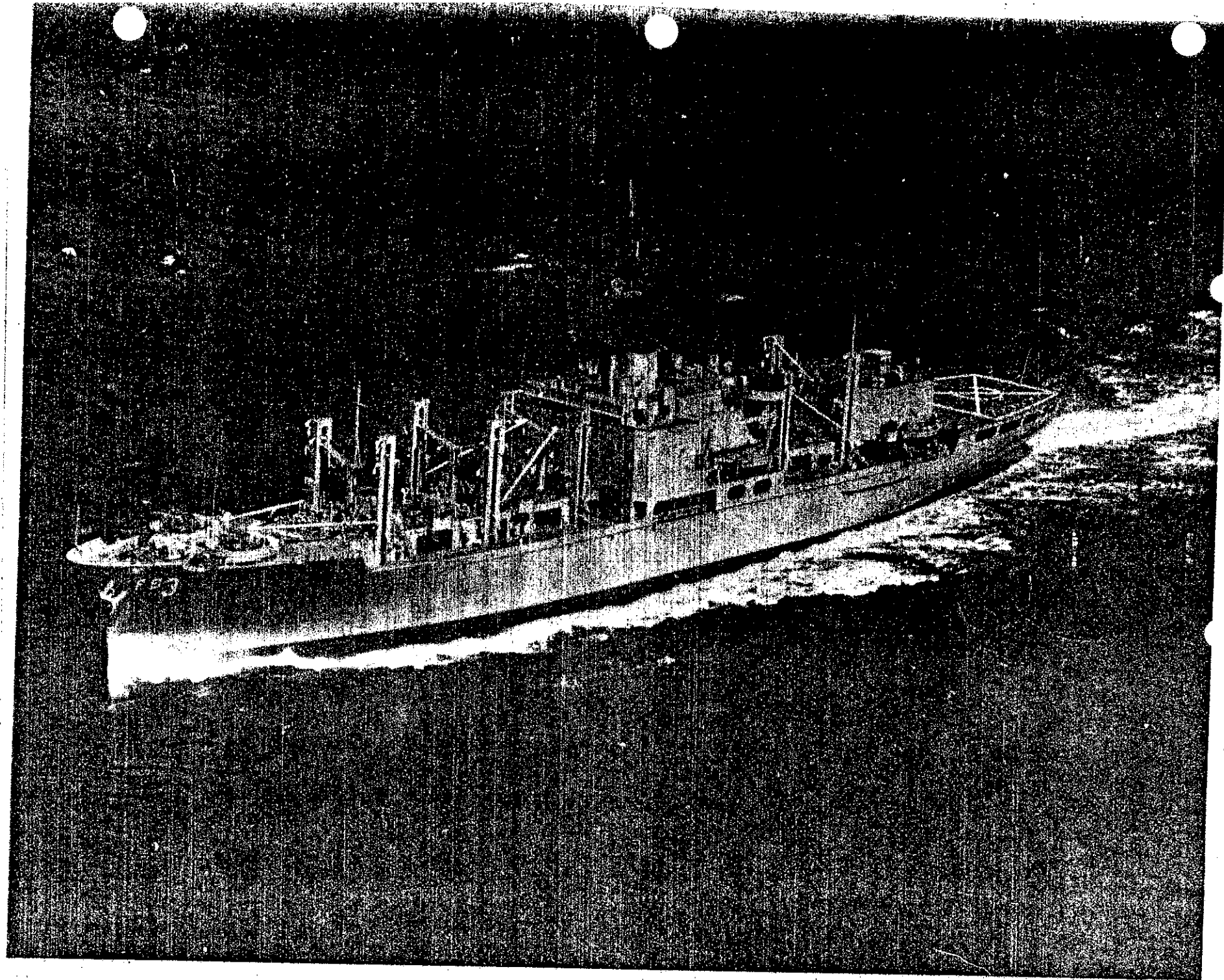
The annual Maintenance Material Management (3M) Inspection was conducted 27 to 29 November. On 10 and 11 December Commander Service Group ONE conducted the Pre-Deployment/Admin Inspection on board and the ship was pronounced ready to deploy for her fifth WESTPAC Cruise. Commander Service Group ONE, Captain W.W. MCKENZIE, commended NIAGARA FALLS on her appearance and overall readiness. Finally, the fiscal year 1974 Annual Supply Inspection was conducted on 13 December.

NIAGARA FALLS shifted berths to the Army Refrigerator Dock, Alameda, for provisions loadout from 17 to 21 December. Final preparations for deployment were completed on 29 December when HC-3 detachment 109 arrived on board at NSC Oakland.



PHOTOGRAPH OF USS NIAGARA FALLS (AFS-3)

Enclosure (5)



Photograph and Biography  
of Captain C.R. LONG, USN,  
Commanding Officer

Enclosure (6)

CAPTAIN CHARLES REMINGTON LONG, U.S. NAVY

Captain Charles Remington Long entered the Navy in July 1948 from student status at Glendale College and UCLA, and upon graduation from the Holloway Midshipman Program and flight school training in Pensacola, Florida, was commissioned an Ensign on 2 September 1950.

Following commissioning, Captain Long served at the Naval Air Stations at Pensacola, Glenview and North Island. His various aviation and sea duty assignments include USS INTREPID (CVA-11) as CCA officer; Attack Squadron FORTY SIX as Administrative and Operations Officer; Operations Officer in USS JOHN F. KENNEDY (CVA-67); Carrier Air Wing SEVEN as Operations Officer (where Captain Long planned the first U.S. Navy Air Strikes north of Hanoi in September 1965); Attack Squadron EIGHTY SIX -- first as Executive Officer -- and then Commanding Officer of the first Navy A7 "CORSARI II" Squadron. He also served as Aide and Flag Lieutenant to Commander Carrier Division TWO and Instructor with Attack Squadron FORTY-FOUR. Furthering his education, Captain Long returned as a student to Stanford University, obtaining a Master's Degree in Far Eastern Affairs, and the Naval War College. He served two tours in Washington, D.C., first with the Chief of Naval Operations as Assistant Branch Head, Far East branch of CNO politico-military policy division and, again, just prior to reporting to the FALLS, with the office of the Secretary of Defense as Exchange Officer with the Department of State as Political-Military Advisor, Bureau of East Asian and Pacific Affairs.

Captain Long is a recipient of the following medals and awards: Bronze Star, 5 Air Medals, 4 Navy Commendation Medals (with combat "V"), Navy Unit Commendation (with star), American Theater, National Defense, Korean Service, Navy Occupation, Vietnam Service, Vietnam Campaign, Vietnam Presidential Citation, United Nations Service and Navy Expeditionary. He is the only military recipient of the Special Secretary of State Award of Appreciation.

Captain Long and his wife, (b) (6) reside at (b) (6), NAS Alameda with their two children, (b) (6).

COMMANDING OFFICERS OF USS NIAGARA FALLS (AFS-3)

USS NIAGARA FALLS (AFS-3) commissioned  
a United States Ship 29 April 1967

Captain H.C. HOLLEY, USN  
29 April to 31 August 1968

Captain A.F. HUFF, USN  
31 August to 11 February 1970

Captain E.M. COCKE, USN  
12 February to 20 October 1971

Captain C.C. CARTER, USN  
20 October to 30 September 1972

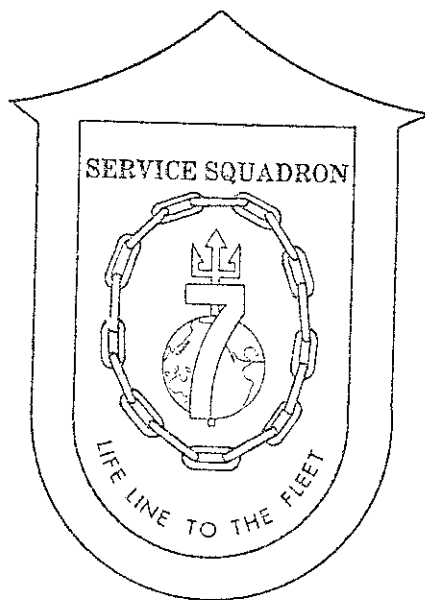
Captain C.R. LONG, USN  
30 September to Present

ENCLOSURE (7)



*Commander Service Squadron Seven  
Service Force  
United States Pacific Fleet*

*Disestablishment Ceremony*



*28 June 1973*

*On Board USS Niagara Falls (AFS-3)  
U. S. Naval Supply Center, Oakland*

ENCLOSURE (8)

## Service Squadron SEVEN

USS SACRAMENTO (AGE-1)  
 USS NIAGARA FALLS (AFS-3)  
 USS SAN JOSE (AFS-7)  
 USS VEGA (AF-59)  
 USS VESUVIUS (AE-15)  
 USS MOUNT KATMAI (AE-16)  
 USS MAUNA KEA (AE-22)  
 USS PYRO (AE-24)  
 USS HALEAKALA (AE-25)  
 USS KILAUEA (AE-26)  
 USS MOUNT HODD (AE-29)  
 USS FLINT (AE-32)  
 USS SHASTA (AE-33)  
 USS KISKA (AE-35)  
 MOBILE TECHNICAL UNIT NINE

Captain J. G. DENHAM, USN  
 Captain C. P. LONG, USN  
 Captain C. C. SMITH, USN  
 Commander L. R. JEFFERIS, USN  
 Commander W. G. A. SYMPSON, JR., USN  
 Commander V. E. COOKE, USN  
 Commander Lieutenant A. DIRVIANSKIS, USN  
 Commander W. R. SWAN, USN  
 Commander T. G. KIEFABER, USN  
 Commander H. J. SUTPHEN, USN  
 Captain R. L. RASMUSSEN, USN  
 Captain T. S. ROGERS, USN  
 Captain W. C. GRAHAM, USN  
 Captain J. R. ROCKWOOD, USN  
 Lieutenant R. N. LIES, USN

## Previous Commanders of Service Squadron SEVEN

Captain W. W. GENTRY, USN  
 Captain R. G. SHUTT, USN  
 Captain A. F. BETZEL, USN  
 Captain J. S. OLLER, Jr., USN  
 Captain C. W. GROMMANN, USN  
 Captain R. E. CRAWFORD, USN

8 Oct 1964--15 Apr 1966  
 15 Apr 1966--17 Feb 1967  
 17 Feb 1967--28 May 1968  
 28 May 1968--26 Sep 1969  
 26 Sep 1969--24 May 1971  
 24 May 1971--28 Jun 1973



CAPTAIN R. A. BOWLING, U. S. NAVY

Captain Roland A. BOWLING, from (b) (6) was born (b) (6). He enlisted in the Navy in November 1940, served in USS COLE (DD-155), USS WYOMING (BB-32), and was advanced to Electrician's Mate Third Class before entering the Naval Academy in 1942. He graduated from the Academy in June 1945 and was commissioned an Ensign, U. S. Navy.

Following the Academy, Captain BOWLING attended Amphibious and Mine Warfare Schools in Little Creek and Yorktown, Virginia. He participated in World War II minesweeping operations at Tsushima Straits, Moale Atoll, Truk Atoll, and Satawan Atoll in 1946 and 1947 during which time he served in USS TOWHEE (AM-308) and commanded three minesweepers YMS-419, YMS-463 and USS MAGPIE (AMS-25).

In July 1947, Captain BOWLING entered Submarine School and followed this with a tour of duty in USS POMFREY (SS-391). From February - August 1950, he was a student at the Naval School for Deep Sea Divers where he qualified as a Deep Sea Diving Officer (He02). Subsequent tours found him serving in USS SUNBIRD (ASR-15), USS IRO (SS-422), USS S. A. (AG-23) (as Officer-in-Charge), USS TRINGA (ASR-16) (as Commanding Officer), USS BLUEJER (SS-525) (as Executive Officer), and USS CUTLASS (SS-478) (as Commanding Officer).

From August 1959 - July 1962, Captain BOWLING served in the Bureau of Naval Personnel as Branch Program Manager for Diving, Salvage, UDT, Mine Warfare, and Submarine training; and as Project Coordinator for FRM Submarine training facilities ashore. After this tour, he served on the Staffs of COMNAVFORV 17/COMASWGRV 3, COMSUBRON 3, and COMFIRSLT.

From August 1966 - February 1968, Captain BOWLING served as Commanding Officer of USS MIGHT McINLEY (AGC-7) during which time the ship participated in fourteen combat amphibious operations against the enemy in Vietnam. His last duty before joining Service Group ONE was as Chief, Exercise Branch, General Operations Division, Office of the Joint Chiefs of Staff, Washington, D. C.

Captain BOWLING assumed Command of Service Group ONE on 15 June 1971.

Captain BOWLING is married to the former (b) (6) of (b) (6). They have three daughters, (b) (6), and a son (b) (6). The BOWLINGs currently reside in (b) (6).



CAPTAIN R. E. CRAWFORD, U. S. NAVY

Captain CRAWFORD attended Dartmouth College, Hanover, New Hampshire; entered the U. S. Naval Academy at Annapolis, Maryland, in July 1942; and received his commission in June 1945.

Captain CRAWFORD's sea duty tours were initially in Destroyers from 1945 to 1947 and later on submarines from 1948 to 1968. His last sea tour was as Commanding Officer USS AJAX (AR-6), a SEVENTH Fleet unit based in Sasebo, Japan, and the Flagship of Commander Service Group THREE from June 1968 - October 1970.

His shore assignments have included duty as the Naval Science Instructor with the Naval Reserve Officers Training Corps Unit at Pennsylvania State University; duty in the Surface-to-Surface Missile Division, Bureau of Aeronautics, Washington, D. C.; duty under instruction at the Armed Forces Staff College, Norfolk, Virginia; and duty as Assistant Head of the National Policy Section for Pacific and South East Asia Affairs in the Strategic Plans Division (OP-60), Office of the Chief of Naval Operations, Washington, D. C. Prior to reporting for duty as Commander Service Squadron SEVEN, Captain CRAWFORD served as Head, Arms Control and United Nations Branch, Politico-Military Policy Division (OP-61), OPNAV, from December 1969 through March 1971.

Captain CRAWFORD assumed command of Service Squadron SEVEN on 24 May 1971. Following disestablishment, Captain CRAWFORD's next duty will be as Commanding Officer, Naval Inactive Ship Maintenance Facility, Puget Sound Naval Shipyard.

Captain CRAWFORD is married to the former (b) (6) of (b) (6). Their permanent residence is (b) (6).



# Program

Selections by the Twelfth  
Naval District Band

Official Party Arrives in  
Ceremonial Area

National Anthem

Invocation  
Commander R. R. SCHEER, Chaplain Corps, U. S. Navy

Remarks by Captain R. A. BOWLING, U. S. Navy  
Commander Service Group ONE

Remarks and Reading of Disestablishment Order  
Captain R. E. CRAWFORD, U. S. Navy  
Commander Service Squadron SEVEN

Haul Down Captain CRAWFORD's  
Broad Command Pennant

Presentation of Broad Command Pennant  
To Captain CRAWFORD

Benediction  
Lieutenant Commander E. V. BOHULA, Chaplain Corps, U. S. Navy

## COMMANDER SERVICE GROUP ONE

Commander Service Group ONE was established on 1 July 1964, under Commander Service Force, U. S. Pacific Fleet. The Group is a major naval command commanded by a Captain of the unrestricted line. Commander Service Group ONE and Staff are based at San Diego, California with headquarters at the U. S. Naval Station. Commander Service Group ONE includes ships and units homeported in San Diego, Long Beach, and Service Squadron SEVEN which is comprised of Service Group ONE units homeported in San Francisco, Concord, and Bremerton areas.

Commander Service Group ONE was established to give greater command control over the mobile logistic support ships and units operating in the Pacific Fleet. As the West Coast representative of Commander Service Force, U. S. Pacific Fleet, based at Pearl Harbor, Commander Service Group ONE provides for the operational, material, and administrative matters affecting Service Force ships. In addition, Commander Service Group ONE is responsible for the logistic and maintenance support, as well as certain phases of the escorting and routing of ships being transferred to NATO, SEATO, and other friendly foreign governments under the Military Assistance Program.

Commander Service Group ONE reports to Commander THIRD Fleet as Task Force Commander of THIRD Fleet Logistic Support Group. In discharge of his duties, Commander Service Group ONE deals directly with the Fleet, Force, Type, Naval District, Naval Base, Naval Shipyard, and Pacific Reserve Fleet Commanders whose headquarters are on the Pacific Coast.

Although Commander Service Group ONE and staff are permanently assigned to the Pacific Coast, most of the ships in the Group deploy at regular intervals to the Western Pacific where they report to Commander Service Group THREE, based at Sasebo, Japan, for operational control. Under Pacific Fleet organization, Commander Service Group THREE performs functions similar to those of Commander Service Group ONE, in support of the SEVENTH Fleet.

Service Group ONE is composed of a variety of ships and units including Fast Combat Support Ships, Ammunition Ships, Stores Ships, Combat Stores Ships, Replenishment Oilers, Fleet Oilers, Repair Ships, Fleet Ocean Tugs, Auxiliary Ocean Tugs, Mobile Electronic Technical units, and the Service Force Petroleum School.

## COMMANDER SERVICE SQUADRON SEVEN

Commander Service Squadron SEVEN was established concurrently with Commander Service Group ONE on 1 July 1964.

The establishment of these commands was part of the administrative reorganization of the Service Force, U. S. Pacific Fleet. The primary purpose of this reorganization was to improve the control over the increased force levels brought about by U. S. involvement in Southeast Asia.

Initially, Service Squadron SEVEN consisted of 25 ships and Mobile Technical Unit NINE. In 1967, Service Squadron SEVEN increased to 30 ships.

Currently, Commander Service Squadron SEVEN commands ten ammunition ships, two combat stores ships, one refrigerator stores ship, one fast combat support ship and Mobile Technical Unit NINE.

As the only SERVPAC command in this area, COMSERVRON SEVEN monitors most SERVPAC activities as well as supervises overhauls, availabilities and repairs of SERVPAC ships in the Bay Area. The Squadron responsibilities entail continuous liaison with COM 12 and COM 13; SUPSHIP 12 and SUPSHIP 13; NSC Oakland; NWS Concord; NAVSHIPYDS at Hunters Point, Mare Island and Bremerton; NAS Alameda and NAVSTA Treasure Island; in addition to the normal and frequent coordination actions with COMSERVPAC and COMSERVRON ONE.

The ships of Service Squadron SEVEN fire no rockets, launch no air strikes, drop no bombs - yet they have contributed significantly to the Vietnam effort, supporting the ships of the SEVENTH Fleet with vital supplies and services.

The ammunition ships homeported at the Naval Weapons Station, Concord deploy routinely to support the various units of the SEVENTH Fleet.

The two combat stores ships homeported at Alameda are known as the Navy's "floating grocery stores." These ships enable fleet units including aircraft carriers, with crews of more than 4,000 men, to operate for sustained periods of time at sea.

The fast combat support ship USS SACRAMENTO, the first of her class provides logistic support in ammunition, stores and fuel to units of the SEVENTH Fleet. The fast combat support ship, the combat stores ships and the newer ammunition ships have vertical replenishment capability which includes helos and air crews as part of their deployment allowances.

Wherever you went in the Pacific, you would probably have found a Service Squadron SEVEN ship. They operated in the waters off Vietnam, Japan, the Philippines, Singapore, Australia, Hawaii, and, of course, Seattle, San Diego and San Francisco. Service Squadron SEVEN was there when needed.

Staff Officers, Commander Service Squadron SEVEN

Captain R. E. CRAWFORD, USN  
Commander (b) (6) USN  
Commander (b) (6) USN  
Commander (b) (6) USN  
Lieutenant Commander (b) (6) USN  
Lieutenant Commander (b) (6) USN  
Lieutenant (b) (6) USNR  
Lieutenant (b) (6) USN  
Lieutenant (b) (6) USN  
Chief Warrant Officer (b) (6) USN

Staff Enlisted Personnel, Commander Service Squadron SEVEN

Signalman second class (b) (6) USN  
Steward third class (b) (6) USN  
Chief Radioman (b) (6) USN  
Engineman first class (b) (6) USN  
Senior Chief Commissaryman (b) (6) USN  
Yeoman first class (b) (6) USN  
Chief Gunner's Mate (b) (6) USN  
Yeoman second class (b) (6) USN  
Senior Chief Hospital Corpsman (b) (6) USN  
Senior Chief Machinist's Mate (b) (6) USN  
Personnelman first class (b) (6) USN  
Yeoman third class (b) (6) USNR  
Radioman first class (b) (6) USN  
Senior Chief Storekeeper (b) (6) USN  
Machinist's Mate first class (b) (6) USN  
Chief Boatswain's Mate (b) (6) USN

Officers assigned to USS NIAGARA FALLS 31 December 73

CAPT C. R. LONG

CDR D. R. HARRIS, Jr.

CDR (b) (6)

CDR

CDR

LCDR (b) (6)

LCDR

LCDR

LCDR

LT (b) (6)

LT

LT

LT

LT

LT

LTJG (b) (6)

LTJG

LTJG

LTJG

LTJG

LTJG

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LTJG

ENS (b) (6)

ENS

ENS

ENS

ENS

ENS

CW03 (b) (6)

CW03

CW03

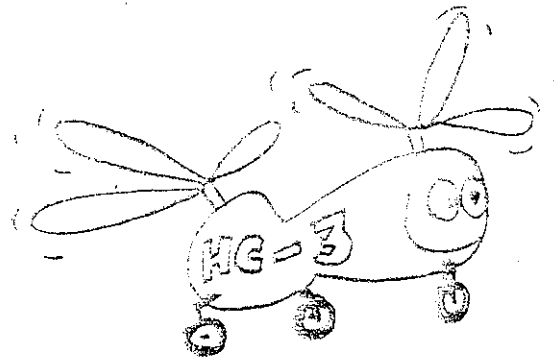
CW02

CW02

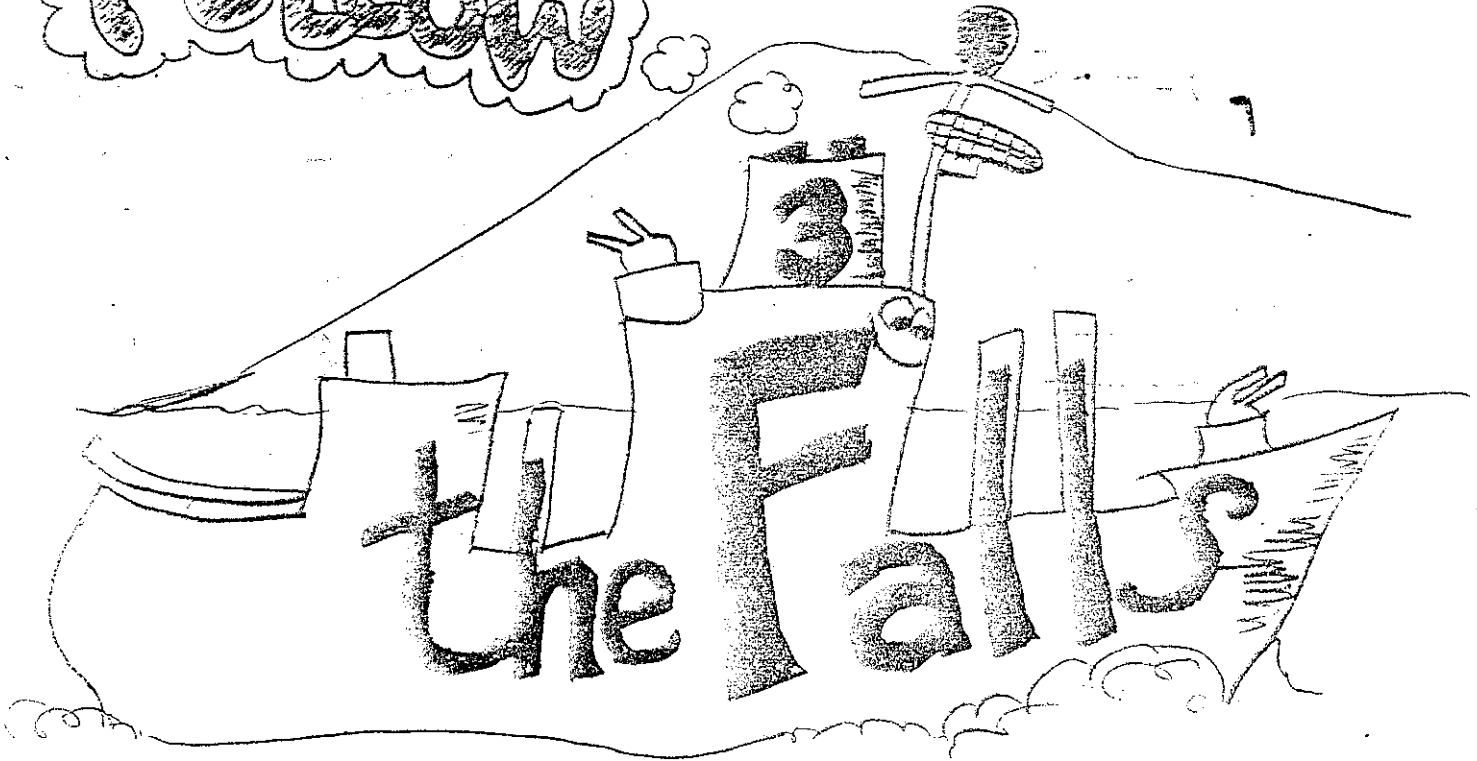
WO1 (b) (6)

Enclosure (9)

"Copies of 1973 FAMILYGRAMS"



**FOLLOW**



## INSIDE STORIES :

Captain Long's Letter,  
The End Is Near', We're Goin' Home!,  
Deck Department, O'I Division,  
and The Semi-Wide World of Sports

THE FAMILY GRAM OF THE UNITED STATES  
SHIP NIAGARA FALLS (AFS-3)

COMMANDING OFFICER  
CAPTAIN C. R. LONG, USN

EDITOR IN CHIEF  
LTJG (b) (6), USN

CONTRIBUTORS  
YN1 (b) (6), USN  
CTRSN(PN) (b) (6), USN  
YNSN (b) (6), USN  
CWO-2 CHUCK (b) (6), ENS (b) (6)

PRODUCTION  
LTJG (b) (6), USN  
YNC (b) (6), USN  
PNC (b) (6), USN  
YN1 (b) (6), USN  
PN3 (b) (6), USN  
YN3 (b) (6), USNR  
PN3 (b) (6), USN  
YN3 (b) (6), USNR  
SN (b) (6), USN  
PNSN (b) (6), USNR  
YNSN (b) (6), USN  
CTRSN(PN) (b) (6), USN

ART LAYOUT & DESIGN,  
LITHOGRAPHY  
THE REEF

Mom & Dad Doe  
(Your complete  
address)

SN John Doe, USN  
Division Assigned  
USS NIAGARA FALLS (AFS-3)  
FPO San Francisco 96601

EMERGENCY!.....NEED HELP?

If you ever need any assistance in getting questions answered or help in getting information to the FALLS, COMSERVRON SEVEN Duty Officer is the place to call. He can assist you in contacting the legal officer, in arranging chaplain services, and by providing general information. He is on duty 24 hours a day. The phone number is 415-869-2911.

EMERGENCY COMMUNICATION INFORMATION

There may be a time when real emergencies will exist which requires the presence of your husband or son at home. In this regard, the American Red Cross has a special assignment to assist military personnel and their families. It will assist with personal and family matters, render certain financial assistance in emergency situations and obtain health and welfare reports when needed. Please remember, verification of the emergency by the Red Cross is mandatory before emergency leave can be considered for all personnel. For this help, you can contact any Red Cross office in your area. For Alameda, phone 415-523-6442.

If you should require financial counseling, or if some emergency should arise, the Navy Relief Society will give assistance. The Alameda phone number is 415-869-4138.

Should you wish to send a telegram in case of emergency, you must contact your local chapter of the Red Cross. They are the only organization authorized to contact us by telegram. As with any emergency, the Red Cross is ready to serve you.

## THE END IS NEAR

At this writing we're enroute to Kaohsiung to pick up fresh fruit and vegetables after spending 22 days in and around Subic Bay, P.I., where we accomplished overhaul and repair to our engineering plant. Happy to report that we're now better than ever and able to again fulfill our mission. Even the "liberty hounds" on board are looking forward to this next line swing in order to get some rest for our next inport period.

Seriously though, we don't mind the hard work and the long hours for it's all for a good cause and, for us, will be over in just a short time.

Morale is picking up as we near completion of our current deployment. After eight months of arduous steaming, many of us are starting to get "channel fever" in anticipation of our return to the U.S.. (We'll report on our arrival date and place and where to get the latest information in our next family-gram which you should receive as we depart Japan for our return home.)

Thoughts and emotions must be mixed for some of us, who after forming warm and lasting friendships with our hosts in the many countries visited must now uproot ourselves (again!) and readjust to a new environment.

All things considered, we must consider ourselves the better for having known and experienced the many joys of a WESTPAC cruise. Most of us will carry fond memories of this deployment for some time to come and a feeling of satisfaction for having done our job well. Some of our crew have gotten married, become fathers. For some it will be the last, long period of separation from loved ones at home; for others who have chosen the Navy as a career, just another of the interruptions to be borne in defense of our way of life.

So, farewell, Subic Bay, Kaohsiung, Hong Kong, Singapore, Sasebo, and Yokosuka and OPEN UP THAT GOLDEN GATE -- HERE COME D' FALLS!



USS NIAGARA FALLS (AES-8)  
FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA 96601

23 February 1975

Dear FALLS Family,

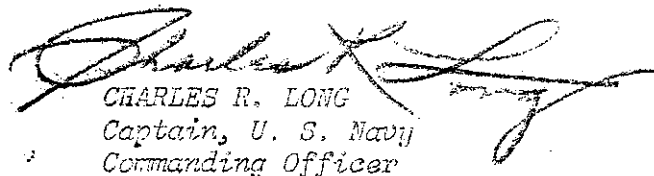
Hello again to the friends of the FALLS. As you will readily discover when you read the following pages, going home is the thought on all of our minds.

As you know, since the beginning of our deployment out here in the Western Pacific, our return date has been somewhat fuzzy. Since the last family-gram, we have received, for the first time, a definite date for heading home. I wish each one of you could have been here with me when I announced the news - cheers, smiles, hats in the air - the whole bit. So, barring the unforeseen, we will be home in mid-April.

In addition, there is every reason to believe that for the first month after our return home, we will be able to concentrate on leave and rest for the crewmembers, which will be well deserved.

Without any pun intended, we can see the light at the end of the tunnel. If separation makes the heart grow fonder, then I can tell you that there are about four hundred very fond hearts on the FALLS. In the meantime, the thought of homecoming boosts the spirits and provides sustenance for us to draw upon to perform our remaining tasks before departure.

In closing, may I tell you, although it is conceivable that I am somewhat partial, that in my view of the long line of fine Navymen who have served their country out here, the names of your men on the FALLS will always belong at the head of the list.

  
CHARLES R. LONG  
Captain, U. S. Navy  
Commanding Officer

## "WE'RE GOING HOME"

To me as well as to the rest of the crew, these words caused many feelings. To many, a feeling of relief after the long hours spent at sea, doing the jobs that we were trained for to make our ship an efficient and effective ship of its class. It caused great happiness to know that we would again soon see our wives, families, girl friends and friends. To many aboard the FAIRLIE it caused sadness because they have met their future wives on this WESTPAC cruise and have to be separated for the time it takes to cut the red tape before having them flown to the States where they will meet once again.

We have seen many ports this cruise: Japan, Taiwan, Hong Kong, Singapore, and of course Subic Bay, Philippines. Each port had its own new adventure, new experience, and each port has its memories. Each port taught something to all of us, of the people, their customs, and how they live.

We are once again ending another WESTPAC cruise. For some this was their first; for others it was their second or even their third cruise. In the meantime, the past hardships and rough times, along with the good times are put out of our minds for there is only one thing on all of our minds now, "WE ARE GOING HOME!"

## DECK DEPARTMENT

The Deck Department is that department of the ship which is responsible for the operation of the ship's replenishment machinery and rigs, and for the upkeep and maintenance of the outside space of the ship, many of the interior spaces of the ship, plus the ship's armament. Furthermore, it is involved in practically every evolution on board the ship in one way or another. It is composed of 120 men divided into three divisions with the boatswain mates making up first and second divisions and the gunner's mates and fire control technicians making up third division. Lieutenant (b) (6) is the department head and is aided by the ship's Bos'n, CWO-2 (b) (6) and the three division officers, Ensign (b) (6), Ensign (b) (6) and Ensign (b) (6).

The ship is divided in half by first and second divisions. First division has responsibility for everything forward of the superstructure (the high part in the middle of the ship), and second division has responsibility for everything aft of the superstructure.

### Typical Day Aboard the FALLS

On a given day, if you walk around outside on the main deck you might see Seaman Recruit (b) (6) or Seaman Apprentice (b) (6) chipping old paint as directed by BML (b) (6). Take a walk inside and you might see SR (b) (6) and Seaman (b) (6), two of the 36 deck personnel involved in breaking out supplies for the next replenishment.

Go up on the winch deck and you will see BM3 (b) (6) directing Seaman (b) (6) and SR (b) (6) on the winches. If you wander forward on the main deck you will find SA (b) (6) making various canvas items for use throughout the ship in the sail locker. Or if you stop by the deck office there will be YN3 (b) (6) and SN (b) (6) doing the department's paperwork.

If you need a chipping hammer, wire brush, or any of the various other equipment used on deck you can go see SN (b) (6) in the forward boatswain locker or SN (b) (6) in the after boatswain locker. If you need paint, go to the paint locker run by SN (b) (6).

Walk up to the bridge, and you might see BMSN (b) (6), the boatswain mate of the watch, giving instructions to his lookouts, SN (b) (6) and SA (b) (6). Meanwhile, his helmsman, BMSN (b) (6) and lee helmsman SA (b) (6) stand at their stations awaiting orders from the Officer of the Deck. At the same time, SR (b) (6) is getting information over the sound-powered telephones from Combat Information Center about various courses, speeds, and other information concerning other ships in the area.

General Quarters, General Quarters -- All Hands man your battle stations. From the wing of the bridge, we will be able to see the crew going to their general quarters stations. PTGS (b) (6) is on Director 31 adjusting his

radio-powered phones. Over on gun mount 3-1, you can see gun captain GMG2 (b) (6) wearing a helmet and life-jacket as his local surface operator, GMSG (b) (6). If we go down to the Fire Control room we will see FIGZ (b) (6) and FIGSN (b) (6) tracking a target on the rate control radar. FIG1 (b) (6) and FIG2 (b) (6) will be standing by to do any repairs needed.

It was just a drill so everyone ran it back to their normal jobs. BMC (b) (6) is directing BM2 (b) (6) about a replenishment station that is being set up for our next replenishment.

The word has just been passed for all of the replenishment personnel to go to their stations for alongside replenishment. On station 2 is EMSN (b) (6) giving instructions to his transfer team. SN (b) (6) and SN (b) (6) on the forecastle are getting the phone and distance lines ready to send to the other ship. The men in white hats are BMC (b) (6) and BM1 (b) (6). They are safety observers for alongside replenishments.

We are going into Da Nang harbor tomorrow so if you stay until then, you will see BM3 (b) (6) and his men drop the anchor. That also means GMG2 (b) (6) will be scolding sanitary duty. However, we don't use the accommodation ladder in Da Nang so BM3 (b) (6) and SN (b) (6) will not have to rig that.

Interesting we are going to replenish one of the small ships in the harbor by boat. That means EMSN (b) (6) and EMSN (b) (6) will have to run boats while we are in Da Nang.

I think you have seen that in a typical day, in the South China Sea we run 18 to 20 hours long. The deck department is involved in many different evolutions that take place on the NIAGARA FALLS, as she attempts to keep the fleet in fuel and supplies.

## WELCOME ABOARD TO "I" DIVISION

"I" Division has been established to greet and familiarize personnel reporting to their first ship, with this ship and the ways of this ship. CWO-2 (b) (6) has been appointed as "I" Division Officer. The indoctrination begins as soon as the man reports aboard. His service, pay, and health records are verified. His service record is explained to him; if information in it requires updating, it is updated. His pay record is explained to him; if he has not been paid, he is paid; if he wishes to start an allotment, it is started. His health record is explained; if he has not received all the immunizations which he requires, he receives them. The Career Counselor, SML (b) (6) and the Educational Services Petty Officer, CTRSN(YN) (b) (6), explain the career, advancement and educational opportunities afforded each individual. The "I" Division Officer takes the men on a tour of the ship, explaining the mission of the ship and what areas of responsibility each department of the ship has in regard to the carrying out of that mission. The men are then familiarized with the ship's regulations, command policies, what is expected of each man regarding his performance, responsibilities, duties, privileges, personal behavior and grooming. The operating schedule is explained as closely as possible. The Damage Control Assistant, Ensign (b) (6), explains the principles of damage control and emphasizes each man's responsibility regarding damage control. The ship's 3-M Coordinator, ETC (b) (6) explains the principles of the Maintenance and Material Management (3-M) system and the individual's role in carrying out this system. The Senior Watch Officer, LCDR (b) (6), interviews the men and confirms their assignments to the watch bill. Upon completion of the foregoing areas of instruction the individual is interviewed and welcomed aboard by the Commanding Officer. The new man is now ready to report to his prospective division for duty and although new to the ways of shipboard life, he will be able to fit right in with his division and be a NIAGARA FALLSMAN.

"THE SEMI-WIDE WORLD OF SPORTS, LIVE AND DIRECT FROM THE FALLS"

There is in reality quite a few athletic outlets offered by the FALLS for participation in by the crew. Some are individual sports like jogging, golf and others involve team participation such as softball, basketball or tug-of-war. However, there is something for everyone aboard the FALLS.

Among the runners we have on board are OS3 (b) (6) last seen in a Subic City Jr. High T-shirt jogging in the direction of Montreal in anticipation of the '76 Summer Olympics. Ron Voyage (b) (6). Two other land rovers that stand out are Warrant Officer (b) (6) and LTJG (b) (6). (b) (6) does most of his running toward the Main Gate and back? while (b) (6) confines his jogging to the forktruck passageway.

One of the more well-known "Jocks" aboard the FALLS is ENS (b) (6). (b) (6) stands about 6'3", weighs about 230 and is a cross between Dick Butkus and David Frost???. He is well known for his fine throwing arm. After a hard day on the gridiron, heading back to the ship, (b) (6) wide receiver went on a down and up pattern meaning he ran up the ship's gangway to catch a pin point pass on the quarter-deck. However our XO, Don Harris, happened to be on his way off the ship on his own down and off pattern. Naturally, an Alumnus from Nebraska has all the moves over an Alumnus from Bowling Green U. (CDR Harris being a "mean-stud" offensive back himself in his playing days) so he grabbed the perfectly tossed bomb from amazed (b) (6), ran it back and over a surprised (b) (6) for a TD. Chalk one up for the Cornhuskers and the rest of the "Over the Hill Gang."

This Boat has had a lot going lately in the field of sports or should I say 'field of non-skid'. It is on these hallowed non-skid coated decks are some of the most famous spectacles of honor and bravery performed. These are the Tug-of-War Tournaments. At a spectacle like this 15 men (remember, no WAVES on the FALLS yet) grasp a rope, grunt, groan, cry, growl, scream, holler, sweat, pass-out and try to drag over a line, an equally corresponding number of men who in turn try to prevent themselves from getting pulled over this line, summon their quickly diminishing stamina, strength and marisma trying to drag the other 15 over that contemptible line for the honor and glory of a particular division. It is rather unnerving to see a 30 man line outside of sick-bay after one of these exhibitions and its even more frightening to see our six corpsmen standing by with resuscitators, oxygen masks, gynamos, iron lungs, heart transplant kits and other wonders of medical science used to bring life back to a crippled or dying man.

Bingo is a pretty big deal on the FALLS, especially at the end of line-swing. Seems like everybody is up there trying to hit "the big one."

Skeet-shooting on the fantail of the ship is another favorite pastime. It's funny though, after ~~every~~ skeet shoot we almost always wind up having sea gull scuffle, shark steak, salmon chops, jelly-fish supreme, cod cocktail or some other sea-derived delight that our Ney Award winning cooks are able to concoct.

Back in our homeport Subic, there's our semi-wide world of shore sports featuring the cops in basketball, softball, golf and tennis.

The most popular athletic events are the beer softball games, where little softball is played but much beer consumed. These contests are usually 7 inning affairs but rarely do they last that long. It isn't long before everyone is gathered around one of the large garbage cans full to the brim in beer and cokes, leaving the game to the devoted few stalwarts who actually go to the games to play softball.

Basketball is played between ships rather than on an intramural basis. It is a select group of cagers that are chosen to represent the FALLS on the maples against teams from other ships of the Seventh Fleet. The Falls Flashes have their ups and downs but maintain a high morale and that go-out-and-get-em attitude.

In a warm climate like it is here in Subic, there is always the game of golf. An excellent 18 hole golf course provides a challenge to even the most experienced golfer. When we're finished loading out, sitting around resting on our laurels, there is always a golf tournament, and of course the big prize, not a trophy but being able to claim that 'I beat the Old Man,' is awarded to those skilled and experienced enough to beat him. This writer cannot claim that, he can claim however, that he has broken 110 once.

7

FROM THE SHIP'S OFFICE

The following personnel reported on board during the months of January & February:

FN (b) (6)	SN (b) (6)	SM2 (b) (6)
RM2	DK1	SK3
SKS	SN	LT
MM3	SDC	SK3
RM3	SKSN (b) (6)	

The following is a list of personnel advanced as of the 1st of January:

MM3 (b) (6)	OS3 (b) (6)
SM3	YN3
DP2	OS3
PNSN	

The following personnel reenlisted during the months of January & February, as indicated:

SDSN (b) (6)	.....Two years
BTC (b) (6)	.....Four years
BTC	.....Two years
CSOY (b) (6)	.....Two years
EDN3	.....Five years
BTL	.....Two years
MM3	.....Four years
MMCM (b) (6)	.....Two years

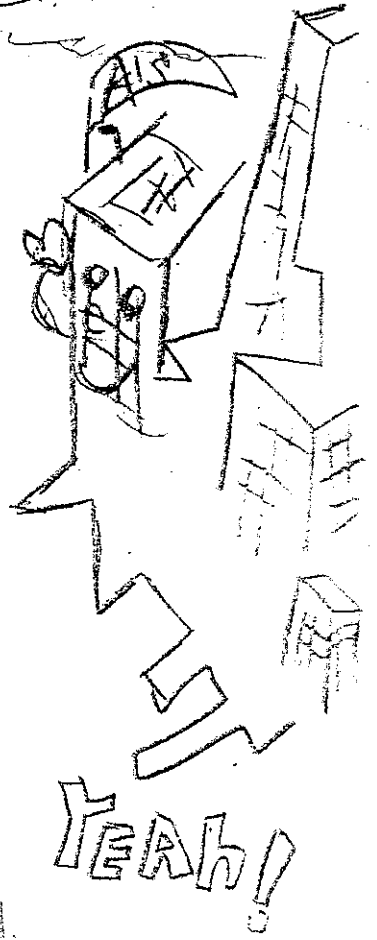
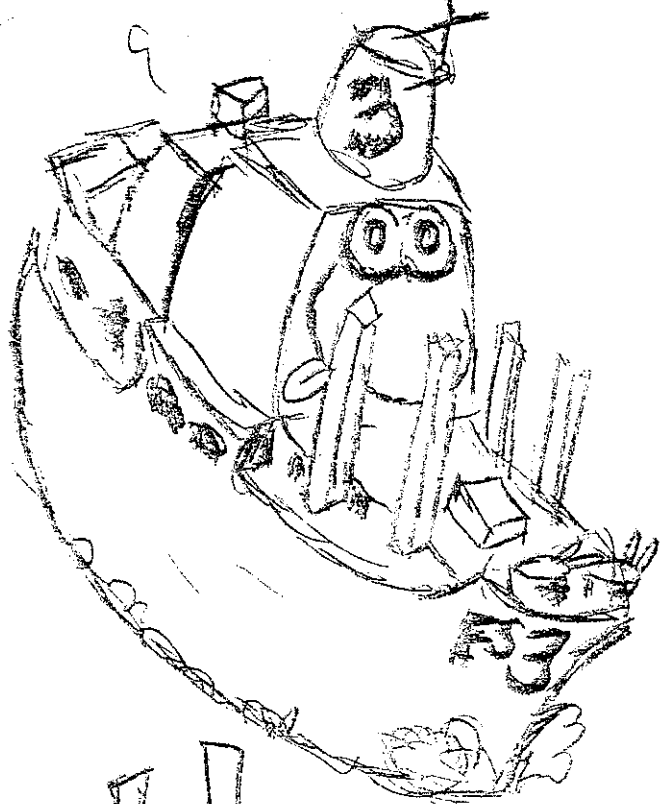
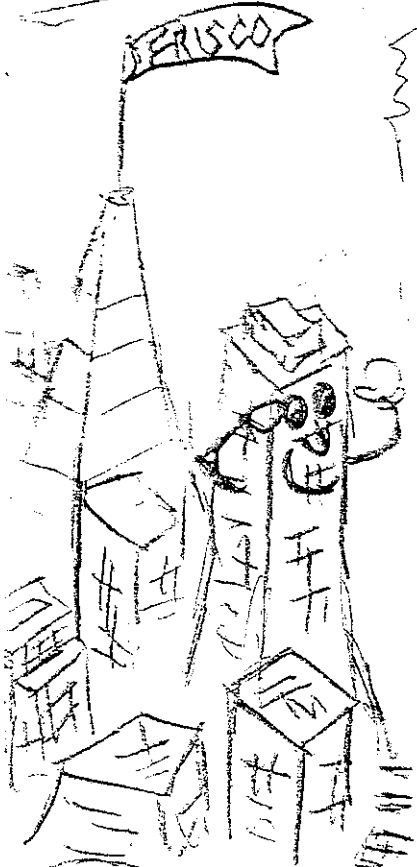
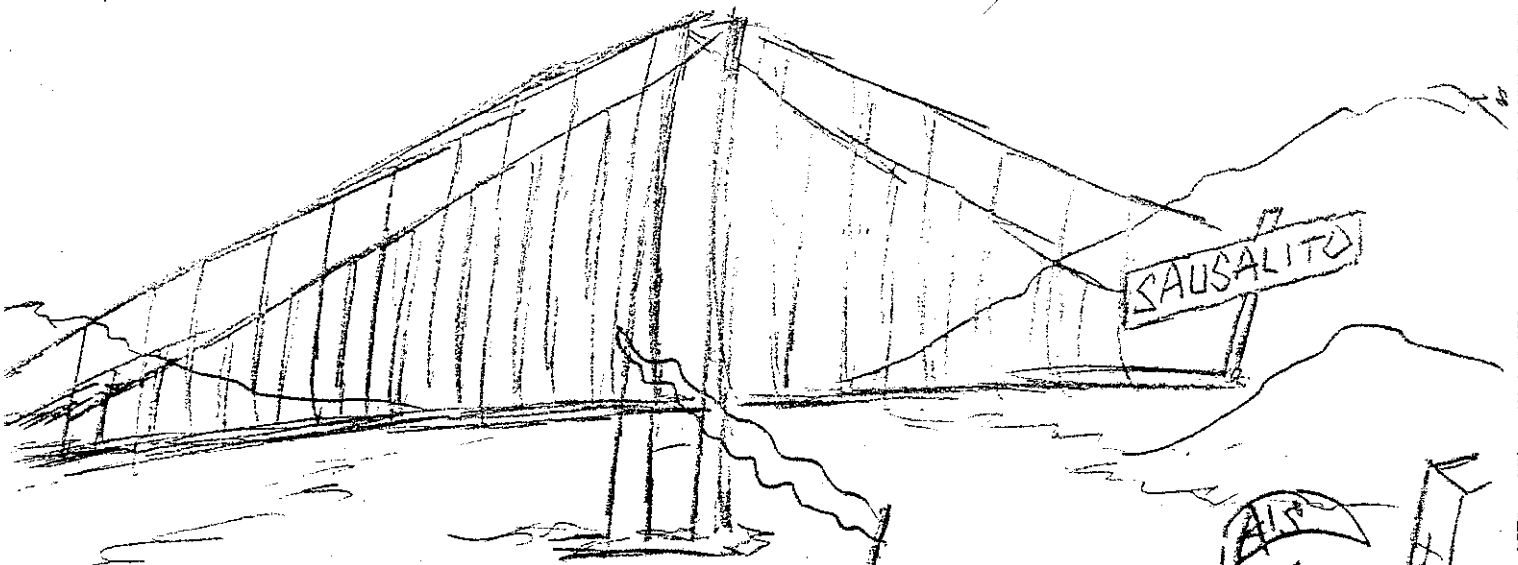
SM2 (b) (6) extended for completion of the current WESTPAC deployment.

\*\*\*\*\*

We would like to welcome aboard LCDR (b) (6) who reported for duty as the Assistant Supply Officer last January 21st in Danang. He replaces LCDR (b) (6) who was transferred to the Commandant's staff, Twelfth Naval District, in December. LCDR (b) (6) comes to us from the Naval Supply Center, Oakland. He and his wife, (b) (6), reside in San (b) (6).

Due to operational changes, the ship lost our previous helicopter detachment in late January to one of our sister ships, USS WHITE PLAINS. However, we embarked a new helo detachment the first week in February, Detachment 105 of Helicopter Support Squadron THREE, headquartered in Imperial Beach, California. The Officer-in-Charge is LCDR (b) (6) and the five other officers attached are LT (b) (6), LT (b) (6), LTJG (b) (6), ENS (b) (6), and Ensign (b) (6). Welcome Aboard to all of these officers, and to the rest of the detachment.





# the FAMs Returns

YEAH!

THE FAMILY GRAM OF THE UNITED STATES  
SHIP NIAGARA FALLS (AFS-3)

Mom & Dad Doe  
(Your complete  
address)

COMMANDING OFFICER  
CAPTAIN C. R. LONG, USN

SN John Doe, USN  
Division Assigned  
USS NIAGARA FALLS (AFS-3)  
FPO San Francisco 96601

EDITOR IN CHIEF  
LT. (b) (6) USN

CONTRIBUTORS  
LT. (b) (6) USN  
YN1 (b) (6)

PRODUCTION  
LTJG (b) (6) USN  
YNC (b) (6) USN  
YN1 (b) (6) USN  
PN3 (b) (6) USN  
PN3 (b) (6) USN  
SN (b) (6) USN  
PNSN (b) (6) USNR  
YNSN (b) (6) USN  
CTRSN (PN) (b) (6) USN  
YN2 (b) (6) USN

ART LAYOUT & DESIGN,  
LITHOGRAPHY  
THE PRESS

EMERGENCY!.....NEED HELP?

If you ever need any assistance in getting questions answered or help in getting information to the FALLS, COMSERVRON SEVEN Duty Officer is the place to call. He can assist you in contacting the legal officer, in arranging chaplain services, and by providing general information. He is on duty 24 hours a day. The phone number is 415-869-2911.

-----  
EMERGENCY COMMUNICATION INFORMATION

There may be a time when real emergencies will exist which requires the presence of your husband or son at home. In this regard, the American Red Cross has a special assignment to assist military personnel and their families. It will assist with personal and family matters, render certain financial assistance in emergency situations and obtain health and welfare reports when needed. Please remember, verification of the emergency by the Red Cross is mandatory before emergency leave can be considered for all personnel. For this help, you can contact any Red Cross office in your area. For Alameda, phone 415-523-6442.

If you should require financial counseling, or if some emergency should arise, the Navy Relief Society will give assistance. The Alameda phone number is 415-869-4188.

Should you wish to send a telegram in case of emergency, you must contact your local chapter of the Red Cross. They are the only organization authorized to contact us by telegram. As with any emergency, the Red Cross is ready to serve you.

USS NIAGARA FALLS (AFS-3)  
FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA 96601

1 April 1973

Dear Falls Family:

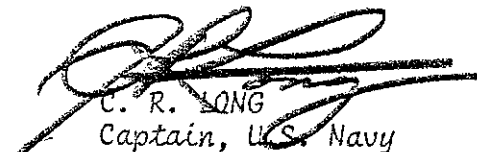
Everyone is busily making final preparations for our journey home. At the moment we are in Japan offloading the last bits of freight and supplies prior to shoving off. As an added feature we will be bringing home about 273 motorcycles which were ordered by the crewmembers of an Alameda-based aircraft carrier but due to a last minute schedule change they were unable to take delivery before returning to the United States.

One of the Navy traditions that many of the men on the Falls will be participating in for the first time will be steaming home under a "homeward bound pennant." The regulations of the Navy allow any ship to fly a homeward bound pennant if it has been gone from the United States for more than nine consecutive months. The pennant is home made by the crew out of any material and one foot in length for every crew member. Ours will be 262 feet long.

Although there is always the possibility that unforeseen circumstances such as unfavorable weather could cause a last minute change of plans in our arrival, we are presently scheduled to sail under the Golden Gate some time during the second week of April, at about noon. This is tentative information so make sure you check for any modification by phoning our Squadron Commander. Explicit information on the number to call, etc., is contained on the next page.

We all hope to be seeing you waiting on the pier when we return.....

Sincerely,



C. R. LONG  
Captain, U.S. Navy  
Commanding Officer

\*\*\*\*\*  
FLASH!!! LATE BULLETIN!!! IMPORTANT NEWS!!! THREE STAR FINAL!!! EXTRA!!!  
\*\*\*\*\*

### FALLS ARRIVAL

At long last, we've reached the point of being able to say, "California, here we come." This, our last family gram will be coming direct to you from Yokosuka, Japan -- our last port prior to arrival Stateside. As if we hadn't already seen enough places, bought enough things and spent enough money, we're all going to have our "last whack" at the Navy Exchanges and local establishments of this lovely Oriental port city.

At this writing, we are about halfway between Subic Bay and Yokosuka, and some of us are already catching a case of the sniffles. Operating out of a tropical-type climate port of Subic where the average mean temperature is 90° and heading for the States via Japan where the average mean temperature is 70°, you can readily understand the run on medicinals, inhalers, decongestants and long johns by some of the crew.

Anyway, to the main point. Our boss, Commander Service Squadron SEVEN, has installed a tape system to announce arrival information for his ships. The number for this ship information service is 415-869-3556. The tape recording will carry our estimated arrival time and exact location as much as three days prior to our arrival. I urge you to use this special service to avoid any possible inconvenience. If you have any urgent personal problems you require assistance on, you may call the COMSERVRON SEVEN duty officer at 415-869-2911 for assistance.

For those of you coming to the Bay Area from any distance and require accommodations, you might consider using the facilities of the Navy Lodge at Naval Air Station, Alameda. Information regarding this service may be obtained by calling 415-869-3206 or 3207.

See you all soon.

### NIAGARA FALLS WIVES

If you would like to meet other FALLS wives for coffee and conversation, or if you are new in the area and we can help, please call:

(b) (6)	.....521-2019	(b) (6)	.....865-4476
.....	.....865-6696	.....	.....783-8358
.....	.....781-0293		

## THE WESTPAC CRUISE -- BY THE NUMBERS

The past ten months have been very busy ones for the officers and men of the FALLS. We have broken virtually every existing record for a single deployment and a few statistics will give you an idea of the pace we have set.

During the course of our ten line swings, we replenished over 400 ships and shore activities, and serviced virtually every ship type in existence, from fleet tugs to nuclear-powered aircraft carriers. To do this, we have steamed a total of 56,000 miles, over two times around the world, burning 3 1/2 million gallons of Navy fuel oil. We made 67,000 issues of merchandise from our "warehouses" and were able to fill 92% of our customers requests. This amounted to 8031 tons of material transferred, or, if you like large figures, SIXTEEN MILLION SIXTY-THREE THOUSAND FOUR HUNDRED pounds!

If you're not tired yet, read on! We issued 356,000 dozen eggs during the past three quarters of a year and 175,000 pounds of ham. That's enough for a Sunday morning breakfast for every person in the San Francisco-Oakland Bay area. And then there's beef---one million pounds of it! If you lined up all the cases of steak and hamburger that we sold end to end, it would stretch eight miles. For the cigarette smokers, try this on for size. We issued 141,710 cartons, or just over 48 million of those tobacco sticks. And that's a lot of air pollution!

Despite all of the impressive statistics quoted above, there is only one figure which is really important now, and that's the number of days till we're home with our loved ones. It doesn't take a slide rule to determine this. Just ask any crew member. He'll tell you.

## THE WESTPAC EXPERIENCE

Last week, as the FALLS was sailing from Subic Bay to Yokosuka, Japan, on the first leg of her long journey home, I took some time to pause and reflect over the past 9 months, a time which I like to refer to as the "WESTPAC EXPERIENCE." I call it this because I think that for each of us the cruise has had a somewhat different meaning. For some, it was a chance to save money for that vacation with the family this summer. For others, it was a chance to buy everything from jade trees to motorcycles to hibachi pots. How often did I hear someone say, "I can't afford to pass this up! I'd pay twice as much in the States." Judging from a tour through the various spaces of the ship, not very much merchandise was passed up.

For many of our Filipino crew members, WESTPAC meant a cherished opportunity to see their families again. For most of us, the chance to visit such places as Singapore, Hong Kong, Taiwan, Japan and the Philippines was an experience we will long remember. Sightseeing was a very popular diversion, and we have the pictures to prove it.

Perhaps most of all, however, I think our WESTPAC experience has given us a greater appreciation for the country in which we live. As we sail under the Golden Gate, I'm sure each one of us, no matter how many times he's done it before, will feel that old tingling sensation as he realizes he's once again back home to the U.S.A.

## FROM THE SHIP'S OFFICE

The following personnel reported on board during the months of MARCH:

SKS (b) (6)  
SN  
SR  
SR  
SR  
FN

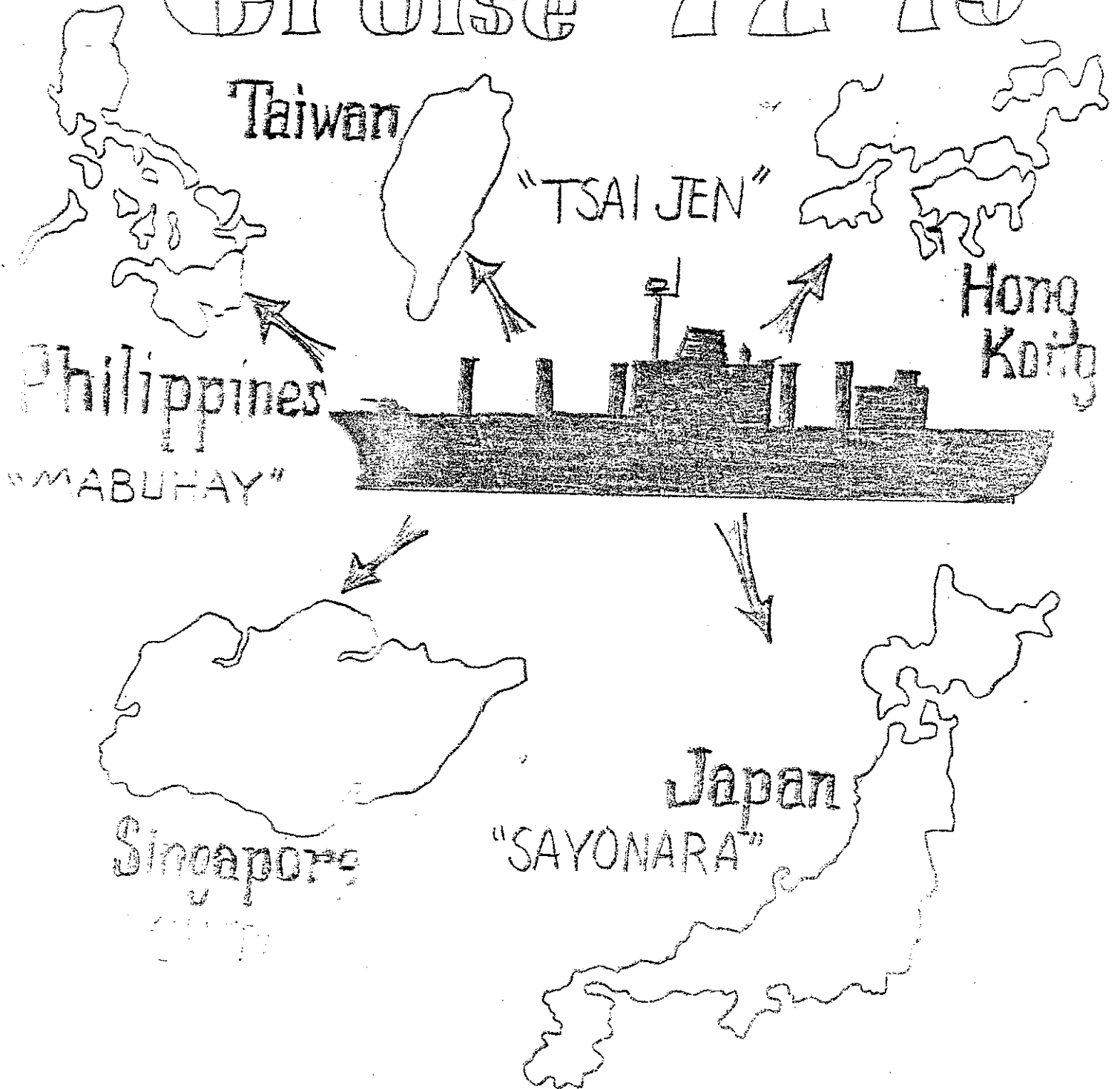
IN (b) (6)  
SKSR (b) (6)  
OSSN  
SR (b) (6)  
MMFA (b) (6)

The following personnel were advanced as of the 1ST of MARCH:

SN (b) (6)  
SN  
SN

SN (b) (6)  
SN

# Westpac Cruise 72-73



CRUISE BOOK

The NIAGARA FALLS 1972-73 Cruise Book is now being compiled. It is a collection of photographs of people and events on board the FALLS during the last cruise. Divisional pictures will also be included.

If you would care to purchase one, the cost is \$5 each and will be mailed to you at no extra cost if your "sailor" is unable to pick it up or deliver it to you himself. Just fill in the slip below and mail it with a \$5 money order made out to the USS NIAGARA FALLS' Welfare & Recreation fund. Please address your envelope to:

Cruise Book  
c/o Public Affairs Officer  
USS NIAGARA FALLS (AFS-3)  
FPO San Francisco, Calif. 96601

Please place your order by 1 May so that we will have an idea of how many books to print. We anticipate delivery of the books by mid-July.

-----  
The undersigned agrees to purchase \_\_\_\_\_ Cruise Book(s) and pay for same by sending a \$5 money order for each book desired. Money order is made out to USS NIAGARA FALLS Welfare & Recreation fund.

NAME \_\_\_\_\_

NAME OF RELATIVE ON NIAGARA FALLS \_\_\_\_\_

YOUR ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

DATE \_\_\_\_\_ PAID \_\_\_\_\_

Please Check One:

I desire my order be mailed to me \_\_\_\_\_

I do not desire my order to be mailed to me \_\_\_\_\_

(Books will be mailed in any case in the event the relative is transferred)  
-----



Presenting this Publication,  
we bring forth the fruits and  
efforts, the paint-chipping, the  
sanding, the keeping of the  
stores and records, the communi-  
cations and navigating, the  
cooking, the repair, oiling,  
greasing and bolting, the  
cleaning, fixing, painting,  
scraping and typing of three  
hundred and eighty odd men who,  
from all walks of life, come  
from the sun-swept Florida coast  
to the rocky cliffs of Oregon  
and Maine. From the the bounti-  
ful farmland of Iowa to the  
wide windswept plains of Texas.  
From the painted deserts of  
New Mexico to the industrial  
complexes of the Eastern Sea-  
board, not forgetting the golden  
beaches of California and  
snow-glazed Rockies and some  
coming as from far away as the  
emerald Isles of the Philippines.  
Almost every state and area  
represented along with a multi-  
tude of races, colors and  
creeds, working together, sharing  
with you, our loved ones and  
readers, our experiences and ad-  
ventures, we bring to you . . . .

the FAMILY FRAM, VOLUME 1, NUMBER 6 of the

UNITED STATES SHIP NIAGARA FALLS (AFS-3)

THE FAMILY GRAM OF THE UNITED STATES  
SHIP NIAGARA FALLS (AFS-3)

Mom & Dad Doe  
(Your complete  
address)

COMMANDING OFFICER  
CAPTAIN C. R. LONG, USN

SN John Doe, USN  
Division Assigned  
USS NIAGARA FALLS (AFS-3)  
FPO San Francisco 96601

EDITOR IN CHIEF  
LT. (b) (6) SC, USN

PRODUCTION  
ENS (b) (6) USN  
YNC (b) (6) USN  
PNC (b) (6) USN  
YN1 (b) (6) USN  
PN3 (b) (6) USN  
PN3 (b) (6) USN  
YN3 (b) (6) USN  
YN3 (b) (6) USN  
PNSN (b) (6) USNR  
SN (b) (6) USN  
SN (b) (6) USN

ART LAYOUT & DESIGN  
LITEDGRAPHY  
YN3 (b) (6)

EMERGENCY COMMUNICATION INFORMATION

There may be a time when real emergencies will exist which requires the presence of your husband or son at home. In this regard, the American Red Cross has a special assignment to assist military personnel and their families. It will assist with personal and family matters, render certain financial assistance in emergency situations and obtain health and welfare reports when needed. Please remember, verification of the emergency by the Red Cross is mandatory before emergency leave can be considered for all personnel. For this help, you can contact any Red Cross office in your area. For Alameda, phone 415-523-6442.

If you should require financial counseling, or if some emergency should arise, the Navy Relief Society will give assistance. The Alameda phone number is 415-859-4138.

Should you wish to send a telegram in case of emergency, you must contact your local chapter of the Red Cross. They are the only organization authorized to contact us by telegram. As with any emergency, the Red Cross is ready to serve you.

USS NIAGARA FALLS (AFS-3)  
FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA 96601

5 August 1973

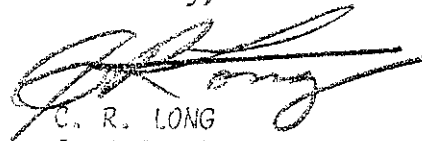
Dear FALLS Family:

It has been quite a while since our last familygram. Since our return in April, the crew has taken leave and otherwise unwound from a long cruise. In addition, many old timers have departed and we have received many new crew members.

When we put to sea during mid-July, we began a new cycle of readiness. We are now embarked on the task of readying ourselves, as well as the ship, for the next overseas assignment which will commence about the beginning of 1974. This readying process involves having industrial work accomplished on the ship, refresher training for all crew members in emergency procedures, and the protracted process of loading new supplies as they arrive. It's basically an evolution of molding the crew members, and ship into an effective and smooth team which, of course, requires the hard work, devotion and dedication of everyone on board.

For those families for whom this is their first familygram, may I welcome you to the Niagara Falls Family and I hope this form of communications proves useful and informative to you all.

Sincerely,

  
C. R. LONG  
Captain, U.S. Navy  
Commanding Officer

### INTO THE YARDS -- TRIPLE "A"

On August 13th, the FALLS will begin a ten week period in the Triple "A" Shipyard in San Francisco for the purpose of converting to a new, improved type propulsion fuel, and to accomplish many repair and maintenance jobs which are required after an extended deployment such as the ship recently completed.

Several months ago, we submitted a list of all the jobs we wanted accomplished and in what priority we wanted them done. This list was screened and several conferences have been held to determine exactly which jobs can be accomplished within the limited amount of money budgeted. Following this, several shipyards in the Bay Area submitted bids, or estimates of how much money it would cost us to have these jobs at their yard. On August 6th, the bids were reviewed by Superintendent of Shipbuilding, 12th Naval District, and the award was granted to TRIPLE "A" Shipyard.

The ten week yard period will be a very busy one, since our own ship's force will be doing repair and maintenance work in addition to that done by the shipyard. Many personnel have worked long and hard just to prepare the ship for entering the shipyard and much work lies ahead.

### THE FALLS IN SEATTLE

After spending the past three months virtually tied to the piers here at Naval Supply Center, Oakland, the FALLS and her crew got underway on July 17 for a ten day "deployment" to the beautiful Pacific Northwest. Business and pleasure were to be combined on this trip as our primary purpose in going was to assist USS SACRAMENTO (AOE-1) in conducting underway readiness tests off the coast of Northern Washington.

Arriving outside of Seattle on Thursday morning, we boarded a pilot for the seven hour sea detail which took us very slowly and carefully through the San Juan de Fuca Straits and eventually into the city. As the ship passed through the straits, the beautiful countryside of the Pacific Northwest was clearly visible, with its towering mountains and deep thick forests. Ferry boats, making their runs between the mainland and the numerous islands in the area, added to the overall effect of this scenic portion of the country which is unaffected by the smog which stifles the cities of Southern California.

During the three day weekend in Seattle which followed, crew members found various diversions and excursions to keep them busy. The city of Seattle itself had much to offer, having been the site of the 1962 World's Fair, and many of us toured the famous Space Needle and exhibition centers which still remain. Fishing is a very popular pastime in the area and many took advantage of the opportunity to break-out their lures, lines, and start casting. Of course, the customary restaurants, bars and night clubs kept a good portion of us off the streets.

Our editor had an opportunity to take a two day trip into British Columbia (Canada, if you prefer) and highly recommends it as a beautiful vacation spot. A short drive from Seattle across the border into Canada and you are either in Vancouver, a large, bustling city, or at a ferry which makes a two hour, scenic trip through the Straits of Georgia to the city of Victoria, located on Vancouver Island. Victoria, which is the capital of the province of Vancouver, is truly a beautiful city. The architecture and lifestyle closely resembles that of England, and the government goes to great lengths to maintain this provincial, old-England atmosphere. The natives are friendly and very receptive to U.S. tourists (and their dollars).

Plunging back to reality on Monday morning, the FALLS got underway to assist the SACRAMENTO in her exercises. On Tuesday, we were visited by Admiral Armstrong, who is the Commander of all Service Forces in the Pacific. He toured the ship and was very impressed with both the appearance and professionalism of the crew. Tuesday night we finished up, and turned south for the Golden Gate, arriving back home on Thursday morning, the 26th. To close the article with a personal observation, whether we've been gone ten days or ten months, the sight of the Golden Gate Bridge and the beautiful city by the Bay has got to be one of the most thrilling experiences going and I doubt if one could ever get tired of returning to San Francisco.

## NEW-BRIEFS

OPEN HOUSE -- While in port Seattle, the FALLS opened up the ship to the general public for visiting on Saturday and Sunday. Tours were conducted and refreshments served. Over one hundred local citizens took advantage of the opportunity and we had a chance to do a little "showing off." In addition, the families of many crew members residing in the Seattle area visited the ship over the weekend.

DEPENDENT'S CRUISE -- Yes, there will be a dependent's cruise in the near future and more details will be out soon. More than likely, the cruise will be on August 13th when the ship shifts from NAS Alameda to the shipyard. Wives, families and friends are invited, and the only restriction is that children must be 8 years of age or older. More info to come soon.

CRUISEBOOK IS COMING -- The 1972 - 1973 edition of the cruisebook is now at the printers and we expect to begin mailing in mid-September. We regret the delay; however, be assured there will be a cruisebook.

## AWARDS CEREMONY HELD ON FALLS

On June 15, a personnel inspection was held on the flight deck, at which time many crew members of the USS NIAGARA FALLS received awards for their performance during the past WESTPAC deployment. Last January, an awards board was formed and nominations solicited from all Departments for the various awards available. The awards board screened these nominations, and forwarded its recommendations to the Commander SEVENTH Fleet, who acted on them and selected the below listed individuals for awards. Congratulations to those honored and to the entire crew for making the past deployment a very successful one!

### NAVAL COMMENDATION MEDAL

COMMANDER D. E. HARRIS, JR.

COMMANDER (b) (6)

LIEUTENANT COMMANDER (b) (6)

LIEUTENANT (b) (6)

CHIEF WARRANT OFFICER (b) (6)

CHIEF PETTY OFFICER

### SEVENTH FLEET LETTER OF COMMENDATION

LIEUTENANT (J.G.) (b) (6)

LIEUTENANT (J.G.)

CHIEF PETTY OFFICER

PETTY OFFICER (b) (6)

PETTY OFFICER

PETTY OFFICER

### NAVY ACHIEVEMENT MEDAL

LIEUTENANT (b) (6)

CHIEF PETTY OFFICER (b) (6)

CHIEF PETTY OFFICER

CHIEF PETTY OFFICER

CHIEF PETTY OFFICER

CHIEF PETTY OFFICER

CHIEF PETTY OFFICER

CHIEF PETTY OFFICER

PETTY OFFICER (b) (6)

PETTY OFFICER

PETTY OFFICER

PETTY OFFICER

PETTY OFFICER

PETTY OFFICER

PETTY OFFICER

PETTY OFFICER

### RESERVEGRU THREE LETTER OF COMMENDATION

PETTY OFFICER (b) (6)

PETTY OFFICER

PETTY OFFICER

PETTY OFFICER

PETTY OFFICER

### COMMANDING OFFICER LETTERS OF COMMENDATION

CHIEF PETTY OFFICER (b) (6)

CHIEF PETTY OFFICER

CHIEF PETTY OFFICER

CHIEF PETTY OFFICER

CHIEF PETTY OFFICER

PETTY OFFICER (b) (6)

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SEAMAN (b) (6)

SEAMAN

SEAMAN

SEAMAN

SEAMAN

SEAMAN

FROM THE SHIP'S OFFICE

THE FOLLOWING PERSONNEL REPORTED ONBOARD FOR DUTY:

OFFICERS

LT. (b) (6) USNR - MEDICAL OFFICER  
ENS (b) (6) SC, USNR  
ENS (b) (6) USN

ENLISTED

ETR (b) (6)  
SR (b) (6)  
FR (b) (6)  
OSS (b) (6)  
FA (b) (6)  
FR (b) (6)  
MM3 E. J. BECKMAN  
SHC (b) (6)  
OSSN (b) (6)  
SK3 (b) (6)  
MM3 (b) (6)  
EMFA (b) (6)  
BTFA (b) (6)  
MMFA (b) (6)  
SM1 (b) (6)  
OSSN (b) (6)  
SM1 (b) (6)  
SA (b) (6)  
ETR (b) (6)  
BTFA (b) (6)  
ETR3 (b) (6)  
SN (b) (6)  
ENFA (b) (6)  
SN (b) (6)  
BTFA (b) (6)  
QMC (b) (6)  
MM3 (b) (6)  
SH3 (b) (6)  
MM3 (b) (6)  
SR (b) (6)  
SR (b) (6)  
OSSN (b) (6)  
SH3N (b) (6)  
GMGC (b) (6)  
SK3 (b) (6)  
SN (b) (6)  
SA (b) (6)

SR (b) (6)  
SR (b) (6)  
SA (b) (6)  
HM3 (b) (6)  
SK1 (b) (6)  
CSSF (b) (6)  
GMGC (b) (6)  
MMFA (b) (6)  
MMFA (b) (6)  
ETR3 (b) (6)  
SR (b) (6)  
BTFA (b) (6)  
HTFA (b) (6)  
SA (b) (6)  
SH3 (b) (6)  
SMSN (b) (6)  
ETN3 (b) (6)  
ENFA (b) (6)  
FR (b) (6)  
MM3 (b) (6)  
FR (b) (6)  
MM1 (b) (6)  
SN (b) (6)  
MM3 (b) (6)  
DPS (b) (6)  
SA (b) (6)  
ETR3 (b) (6)  
EN3 (b) (6)  
SK3 (b) (6)  
SN (b) (6)  
MMFA (b) (6)  
SN (b) (6)  
ENFA (b) (6)



THE FOLLOWING PERSONNEL WERE ADVANCED TO THE RATE INDICATED:

SA (b) (6)

EM1

IC1

SM1

SM1

RM1

MM1

MM1

FN1

FN1

FN1

SD1

FN1

MM1

SA

SA

EM1

YN1

EXSA (b) (6)

DS1

AK1

SA

HT1

EM1

EM1

FIG1

LA (b) (6)

RC

YN

SA

FIG1 (b) (6)

FIG1

MM2

HT2

DPS1 (b) (6)

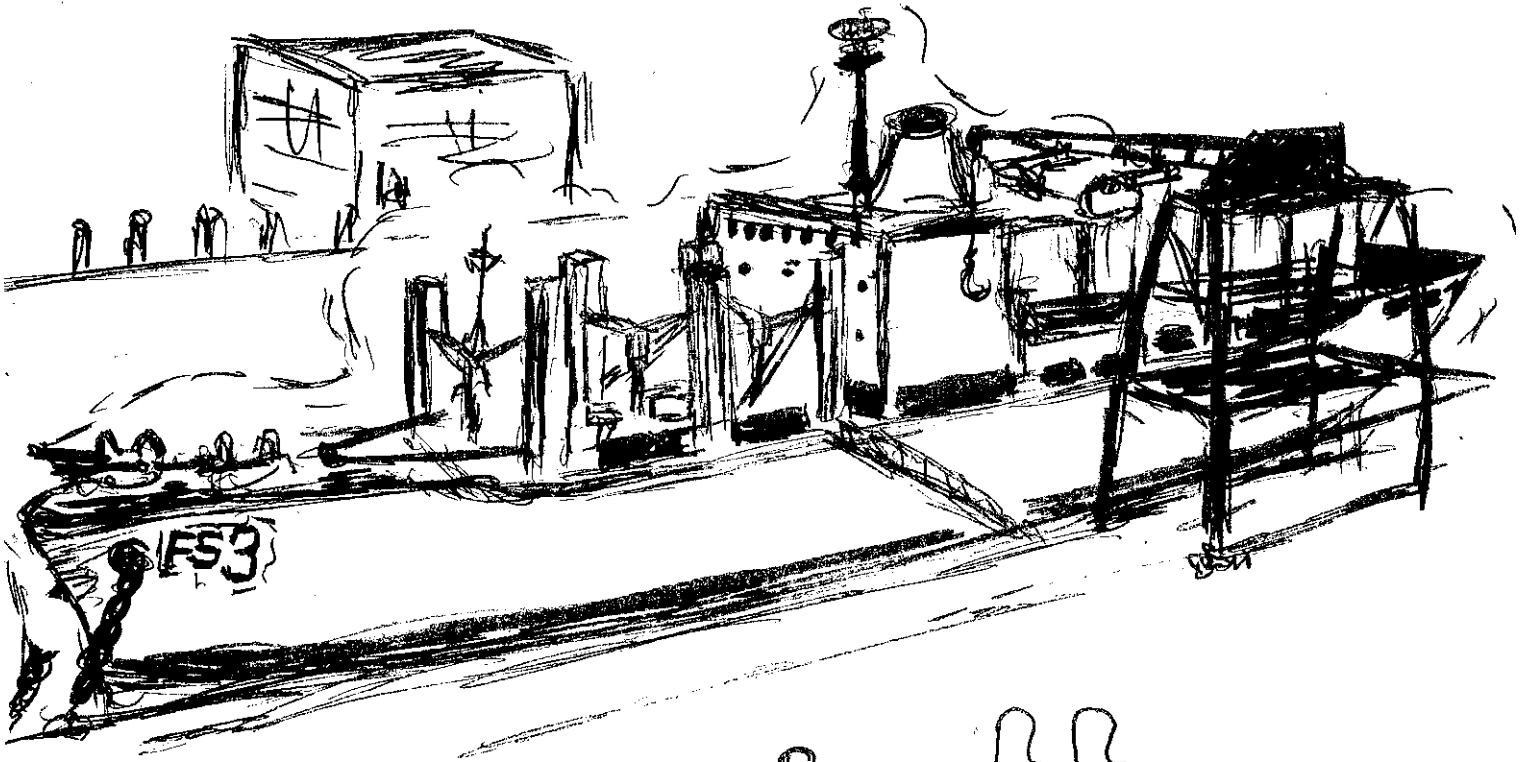
EM3

EN2

FN

MM2

# the FALLS...



# ...in the Yards

## INSIDE STORIES:

Captain Long's Letter  
Preparing for WESTPAC  
News Briefs  
Upward Seminars  
From the Ship's Office

THE FAMILY GRAM OF THE UNITED STATES  
SHIP NIAGARA FALLS (AFS-3)

COMMANDING OFFICER  
CAPTAIN C. R. LONG, USN

Now I Had Doe  
(Your complete  
address)

EDITOR IN CHIEF  
LT. [REDACTED] SC, USN

SN John Doe, USN  
Division Assigned  
USS NIAGARA FALLS (AFS-3)  
FPO San Francisco, CA 96601

CONTRIBUTORS  
LT. (b) (6) USN  
YN1 [REDACTED] USN

PRODUCTION  
YN3 (b) (6) USN  
YN3 [REDACTED] USN

ART LAYOUT & DESIGN,  
LITHOGRAPHY  
YN3 (b) (6) USN

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EMERGENCY COMMUNICATION INFORMATION

There may be a time when real emergencies will exist which requires the presence of your husband or son at home. In this regard, the American Red Cross has a special assignment to assist military personnel and their families. It will assist with personal and family matters, render certain financial assistance in emergency situations and obtain health and welfare reports when needed. Please remember, verification of the emergency by the Red Cross is mandatory before emergency leave can be considered for all personnel. For this help, you can contact any Red Cross office in your area. For Alameda, phone 415-823-4442.

If you should require financial counseling, or if some emergency should arise, the Navy Relief Society will give assistance. The Alameda phone number is 415-869-4188.

Should you wish to send a telegram in case of emergency, you must contact your local chapter of the Red Cross. They are the only organization authorized to contact us by telegram. As with any emergency, the Red Cross is ready to serve you.

USS NIAGARA FALLS AFS-31  
FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA 94601

5 OCTOBER 1975

Dear Falls Family:

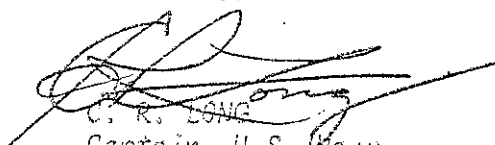
As you will discover through reading the subsequent pages, we are in the midst of one of the less pleasurable parts of Navy life on board ship; a shipyard repair period. The noise of grinding and chipping is continuous and nerve racking. The dirt and grime tracked on board dulls our once preserved and shining home, and many of the everyday activities are dislocated because of on-going and needed repairs.

Although our present appearance belies much optimism, we look forward to getting back to sea and away from the traditionally depressing atmosphere of the shipyard in about 2 more weeks.

The men of the FALLS have my deep admiration for having endured this period with good spirits and contributed their talents and much hard work toward improving the material condition of their ship.

We are already doing our planning and preparation for the next phase in our cycle which is underway refresher training scheduled for southern California in early November.

Sincerely,

  
C. R. LONG  
Captain, U.S. Navy  
Commanding Officer

## PREPARING FOR WESTPAC

As NIAGARA FALLS begins to wind up this shipyard period, we look ahead to the forthcoming WESTPAC deployment early next year. What is involved in preparing a ship such as ours for operations in the Western Pacific? A brief description of this detailed, time-consuming process might prove interesting and informative.

During the coming months, the FALLS will undergo numerous inspections designed to test our readiness, both operationally and administratively. These inspections will require many long hours of preparation by our crew members, but are worthwhile and very important to the ship. Among these are an administrative inspection, where our "paperwork mill" of records and reports are reviewed as well as guidance given in the important areas of career counseling, training, religious programs, and welfare and recreation; a Planned Maintenance System (PMS) inspection to see whether we are performing and documenting maintenance on our numerous equipments; an Annual Supply Inspection to ensure that our Supply Department is keeping its records properly and serving the crew in the areas of ship store, food service, and disbursing. During this inspection, we will be judged for the Ney Award Program, which annually recognizes the best general messes in the Navy. The FALLS has won the Service Force, Pacific award for the past three years and will be shooting for four straight. A Pre-Deployment Inspection (PDI) will be conducted shortly prior to our departure as a final check on our readiness to go overseas. Probably our most important inspection in the coming months is the Operational Readiness Inspection (ORI), which we will undergo in San Diego as part of refresher training. This rigorous inspection involves several days of demonstrating our proficiency in such areas as underway replenishment, damage control, shiphandling, and emergency drills to a team of experts.

While the above mentioned inspections are going on, our Supply Department will be hard at work preparing for loadout of the hundreds of tons of cargo we will carry over to "base" to the Fleet. Requisitions will be sent to Naval Supply Center, Oakland for thousands of items of food, ship store stock and general stores. Material will start arriving several months before we sail and will be received in a large warehouse next to our pier at NSC Oakland. In an orderly fashion, the various items will be loaded aboard the FALLS using our winches and stored in our cargo holds. The last thing to be loaded, only days before we sail, will be fresh produce which has a short shelf life and must hold up for the two week transit period.

As you can see, preparing for a deployment is no small undertaking. Many manhours are involved in just getting us ready to face the mission which lies ahead --- resupply to the Seventh Fleet.

## UPWARD SEMINAR

For the past several months, a series of racial awareness seminars, entitled "UPWARD SEMINARS" have been conducted for Atlantic Fleet personnel. The first phase of the program, which eventually will include all crew members, involved officers and enlisted of pay grade E-5 and above.

The seminars are being conducted by FALLS crew members ICI (b) (6) and R33 (b) (6) who received special racial awareness training in San Diego to prepare them as facilitators for these sessions. The program came about as a result of Z-Grams 26 and 33 which stressed the need for Navy shipboard personnel to gather and informally discuss current problems in the vital area of race relations. Each week, a group of approximately 20 FALLS crew members get together for three days in a seminar room at Treasure Island. As ICI (b) (6) described it, "(b) (6) and my primary roles are to keep discussion free-flowing and on track. The rest is up to the participants. Each group has brought out different points and we have learned something new every week. The primary purpose of the sessions is simply to make our crew members aware that racial problems do exist in today's Navy and to get them thinking about possible solutions. The Navy is the only service which currently has such a program."

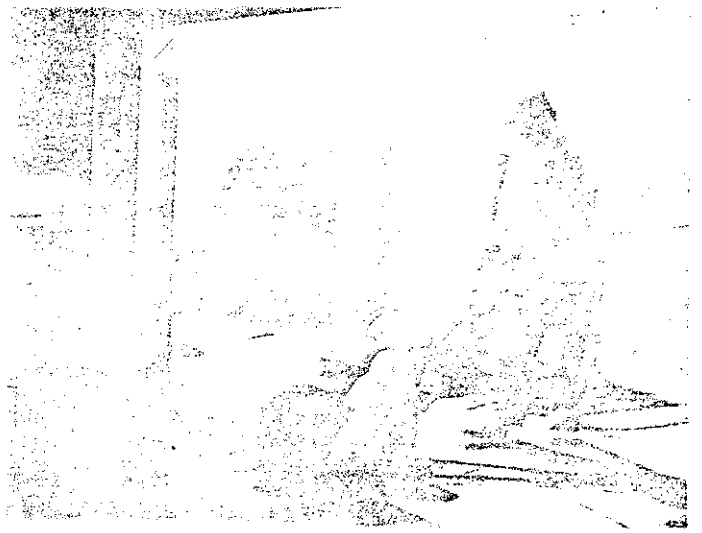
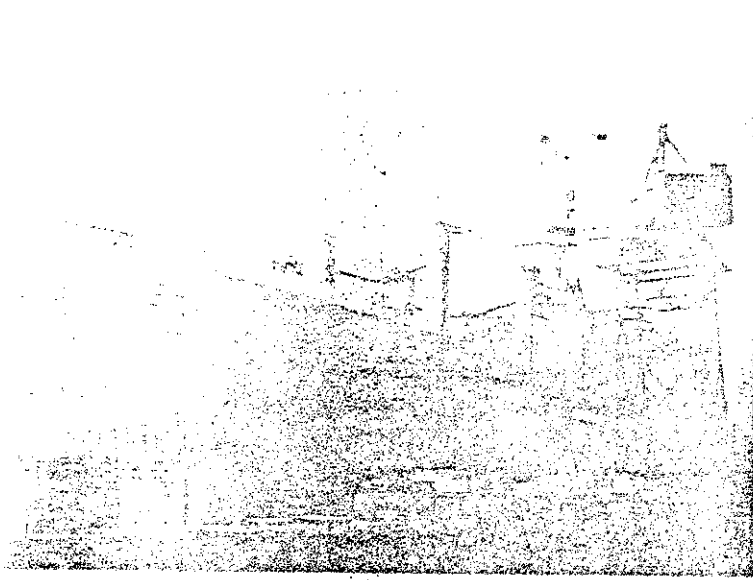
Phase I of this racial awareness training, the "UPWARD SEMINAR" will be completed by 1 July 1974. A second phase, called "ONWARD SEMINAR" will take up where Phase I leaves off and is a long term program designed to provide continuing training to shipboard personnel on a yearly basis.

## NEWS BRIEFS

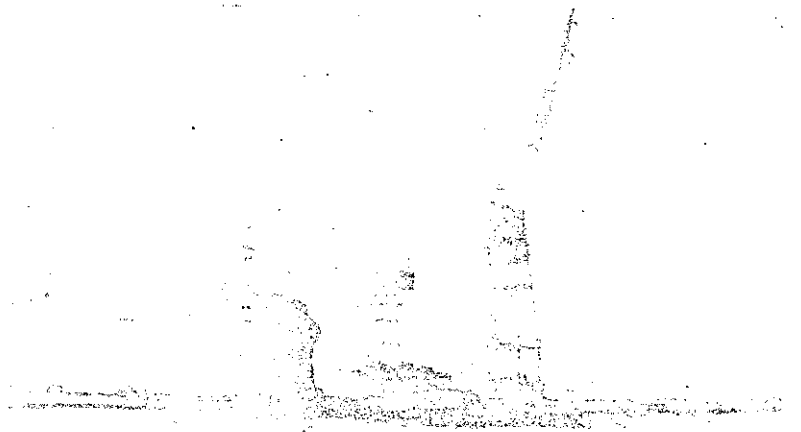
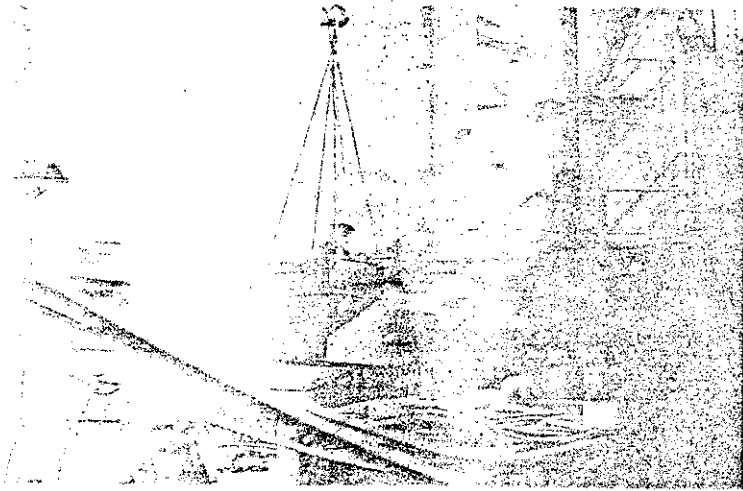
Yard Period Continues. At this writing, the ship is literally "corn up" from bow to stern as hundreds of jobs are being done on our equipments and spaces. The crew's mess decks sports a new look with a brand new tile deck and a new overhead and improved lighting. Extensive work is being done to modernize the crew's heads (restrooms in civilian lingo), as part of our continuing habitability improvement program. Boilers are being repaired, a new fuel system installed, and numerous other jobs aimed at extending the life of the ship and improving its safety features are being accomplished.

Closed-Circuit T.V. Thanks to a new program being implemented on certain Navy ships, the FALLS is currently installing a closed circuit television system which will be operational during our forthcoming deployment. Ten brand new RCA XL-100 color T.V. sets are being located throughout the ship in areas where crew members can congregate for training sessions, messages from the Captain, evening movies, pre-recorded T.V. shows produced by Armed Forces Radio-Television Network and a variety of other purposes. An office is being converted into a T.V. studio with capability for both live and videotape broadcasting. With the installation of this new system, the vital area of shipboard communication will be significantly enhanced.

Navy Day. On Saturday, October 13th, the United States Navy will celebrate the 198th anniversary of its establishment. Since 1775, when the Continental Congress moved for the first time to appropriate funds for the outfitting of ships, the Navy has sailed ever vigilant as a protector of our shores and defender of freedom of the seas. Celebrations are planned throughout the country in honor of Navy Day, and everyone is encouraged to fly his American Flag on the 13th.



*Shipyard  
Scenes  
at  
"AAA"*





FROM THE SHIP'S OFFICE

The following personnel have reenlisted for the number of years indicated:

SKC (b) (6) - 2 years  
PNC (b) (6) - 2 years

SMC (b) (6) years  
QML (b) (6) 2 years  
SH3 (b) (6) - 6 years

The following personnel were advanced to the rate indicated:

QMG (b) (6)  
DS1 (b) (6)  
ET1 (b) (6)  
DK2 (b) (6)  
SK2 (b) (6)  
DP3 (b) (6)  
BM3 (b) (6)  
HT3 (b) (6)  
BM3 (b) (6)

MM3 (b) (6)  
DP3 (b) (6)  
RM3 (b) (6)  
SK3 (b) (6)  
BM3 (b) (6)  
YN3 (b) (6)  
SN (b) (6)  
SN (b) (6)  
SN (b) (6)

Congratulations to all these men.

The following personnel reported on board for duty:

ISCS (b) (6)  
EMC (b) (6)  
JEL (b) (6)  
GAGI (b) (6)  
AIC (b) (6)  
YMS (b) (6)  
RM3 (b) (6)  
HT3 (b) (6)  
RM3 (b) (6)  
HT3 (b) (6)  
ETRS (b) (6)  
ICFN (b) (6)  
MMFN (b) (6)

BTFN (b) (6)  
MMFN (b) (6)  
AKAN (b) (6)  
BTFA (b) (6)  
SKSA (b) (6)  
HTFA (b) (6)  
SKSA (b) (6)  
DPSA (b) (6)  
SN (b) (6)  
SN (b) (6)  
SA (b) (6)  
SA (b) (6)  
SA (b) (6)

SR (b) (6)  
SR (b) (6)  
SR (b) (6)  
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SR (b) (6)  
SR (b) (6)  
SR (b) (6)

NEW OFFICERS

We welcome on board a ~~new~~ Medical Officer. He is Doctor (b) (6) Lieutenant, Medical Corps., USNR. Dr. (b) (6) relieved Dr. (b) (6) who is now practicing his profession in the civilian world.

The Falls also welcomes on board three new ensigns; Ensign (b) (6), Ensign (b) (6), and Ensign (b) (6). Ensign (b) (6) is temporarily assigned to the Falls for instruction with the Supply Department. Both Ensign (b) (6) and Ensign (b) (6) have been permanently assigned to the Falls, and they are presently undergoing indoctrination in the various duties and responsibilities of a division officer.



THE FAMILY GRAM OF THE UNITED STATES  
SHIP NIAGARA FALLS (AFS-3)

COMMANDING OFFICER  
CAPTAIN C. R. LONG, USN

EDITOR IN CHIEF  
LT (b) (6), SC, USN

PRODUCTION  
LT (b) (6), USN  
YN (b) (6), USN  
YN (b) (6), USN  
YN (b) (6), USN  
SN (b) (6), USN  
SN (b) (6), USN

ART, LAYOUT, DESIGN  
& LITHOGRAPHY  
YN3 (b) (6)

Mom & Dad Doe  
(Your complete  
address)

SN John Doe, USN  
Division Assigned  
USS NIAGARA FALLS (AFS-3)  
APO San Francisco, CA  
96601

EMERGENCY .....NEED HELP?

If you ever need any assistance in getting questions answered or help in getting information to the FALLS, COMSERVGRU ONE DETACHMENT ALPHA Duty Officer is the place to call. He can assist you in contacting the Legal Officer, in arranging Chaplain services, and by providing general information. He is on duty 24 hours a day. Phone number is 415-869-2911, 2912, 2913.

EMERGENCY COMMUNICATION INFORMATION

There may be a time when real emergencies will exist which requires the presence of your husband or son at home. In this regard, the American Red Cross has a special assignment to assist military personnel and their families. It will assist with personal and family matters, render certain financial assistance in emergency situations and obtain health and welfare reports when needed. Please remember, verification of the emergency by the Red Cross is mandatory before emergency leave can be considered for all personnel. For this help, you can contact any Red Cross office in your area. For Alameda, phone 415-523-6442.

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Should you wish to send a telegram in case of emergency, you must contact your local chapter of the Red Cross. They are the only organization authorized to contact us by telegram. As with any emergency, the Red Cross is ready to serve you.

USS NIAGARA FALLS (AGOS-1)  
FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA 94131

21 December 1973

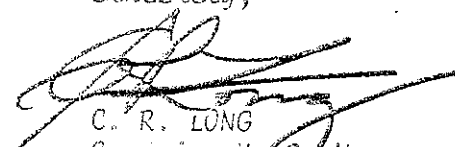
Dear FALLS Family:

It is difficult for many to believe that the months at home have all slipped behind us and that we are about to sail back to the Western Pacific. The time has really shot by.

The men of NIAGARA FALLS have been put to every test in recent months and have each time emerged in magnificent fashion. Everyone with whom they have come into contact, admires and respects them for their accomplishments. For my part I'm convinced that what ever acclaim they have received, they are well deserving. They are indeed a fine group of men.

I would like to take this opportunity to wish all of you members of the FALLS family, a very merry Christmas and a joyous holiday season.

Sincerely,



C. R. LONG  
Captain, U. S. Navy  
Commanding Officer

## INSPECTIONS - INSPECTIONS

The months of October through early December have been spent in large part preparing for and undergoing various shipboard inspections and pre-deployment checks.

On November 5, the FALLS sailed for San Diego, arriving in port for a long weekend in the sunny, southern California city. Several wives flew down to join their husbands for the weekend and a few husbands flew North to spend the time at home. On Monday, November 12, we began a week of rigorous refresher training, during which time countless drills and exercises in all areas were conducted. We fired our guns, held damage control drills, conducted battle messing (where the crew eats lunch while at battle stations), and simulated numerous battle situations, all under the watchful eyes of observers from the Fleet Training Group, the experts. The culmination of this training came the following week with a final Battle Problem, a graded exercise concerning all the areas we had practiced. During the critique which followed, the inspectors had high praise for the preparation, enthusiasm, and cooperation of the ship's complement. We passed refresher training with flying colors and returned home to commence pre-deployment loadout.

Unfortunately, we couldn't rest on our laurels, as a comprehensive Administrative/Pre-Deployment Inspection by our boss, Commander, Service Group One, was scheduled for mid-December. After several weeks of getting our paperwork in order, we scored very well on the inspection and were commended by Commodore McKenzie as being in better shape than any Service Group One ship to deploy in over a year.

Also conducted in mid-December was an annual Supply Inspection, a comprehensive review of all Supply Department procedures. A grade of Outstanding was achieved by the Department, rounding out a highly successful series of inspections and proving once again that NIAGARA FALLS has the number one crew in the Navy.

## LOADING OUT THE FALLS

The task of preparing a combat stores ship such as Nine Falls for deployment is a carefully planned, time-consuming process. Since our primary mission is supplying the Fleet with materials they need for support, we must first load the Falls. Although we have a computer aboard to determine what, and how much is needed, and to grind out the necessary paperwork, only sailors can accomplish the task of loading and stowing the material aboard the Falls.

Using shore based language to describe our cargo storage facilities, we have five warehouses (holds); the first one is three stories high, and the other four are four stories high (in our case they are four stores down). The capacity of these holds is equivalent to fifty 3-bedroom, ranch style homes.

The material and cargo carried aboard the Falls is divided into five categories. Our shipboard spare parts list consists of approximately 12,000 items which are solely for the support of the Falls (spares for the radar, winches, galley equipment, etc.). The aviation spare parts list consists of approximately 2,000 items which keep our two helicopters in operational flying condition. The Fleet Issue Load List consists of 11,500 items for "Sale" to the Fleet. These items range from nuts and washers to \$5,000 electron tubes, and include a complete range of housekeeping supplies such as paper cups, mops, ballpoint pens, cleaning compounds, knives and forks, etc., necessary for ships that don't have a complete shopping center around the corner. Incidentally, this inventory is valued at \$2,000,000 so we are rather proud of the men who keep the records straight (we hope).

We do a rather ~~honest~~ competition with the A & P also. We are the "Beans" portion of the Beans, Bullets and Black Oil mission of the Service Force. Although we can't offer ~~the~~ the luxuries of your local supermarket, we do carry the provisions to make out the best fed Navy in the world. For instance, we have 20,000 dozen eggs, 300,000 pounds of beef, 20,000 pounds of potatoes, 30,000 pounds of hot dogs, 40,000 pounds of butter, 100,000 pounds of flour, 30,000 pounds of sugar, and assorted quantities of 200 other delicacies like lobster, fresh milk, ice cream, etc. Our fruits and vegetables for sale include cherries, fresh corn on the cob, watermelon, papayas, mangoes, pineapples, pears, plums and, of course, lettuce, tomatoes, cabbage and celery. No ships should go hungry as long as the Falls is around.

Our final category of material is the ship store stock for sale to other ships which do not possess the necessary storage space to carry enough while away from their homeports. Our 150 items range from writing paper and envelopes to film and shaving cream. If quantities such as 200,000 candy bars, 16,000 rolls of film, 150,000 cartons of cigarettes, 10,000 pairs of shoelaces, 20,000 packages of razor blades, 2,000 pairs of shower shoes, and 70,000 bars of soap astound you, think of the work involved of stowing this material in the "stores"!

The ~~stores~~ ~~above~~ ~~amounted~~ ~~to~~ ~~at~~ 3000 tons of cargo to be ~~loaded~~ ~~stowed~~ ~~on~~ ~~the~~ ~~deployment~~ ~~day~~. This entailed receiving material, ~~staging~~ ~~the~~ ~~material~~ ~~alongside~~ ~~the~~ ~~ship~~, ~~striking~~ ~~below~~ ~~the~~ ~~proper~~ ~~level~~, and

finally putting it in the proper bin or storage space. The importance of placing the material in its designated storage area is obvious, since it must be readily available to satisfy other ships' requirements at any time. Replenishment time frames do not permit the luxury of wheeling the basket up and down the aisles of the supermarket looking for the items on the shopping list.

Needless to say, the past several weeks have been busy ones for the Supply Department, and many of the men from the Deck Department. The hours were long and certainly took away much desired and deserved liberty just prior to a deployment. However, the men did an outstanding job and are to be commended for making the Falls ready for her mission: Service to the Fleet.

## THE FIRST UNDERWAY REPLENISHMENT (UNREP)

A fleet constantly operating far from shore must be continuously supplied with fuel, munitions, food, repair parts and other items vital to fleet operations. In the United States Navy it is the task of the Service Forces, by means of ships such as the NIAGARA FALLS, to insure such provisioning by Underway Replenishment or UNREP.

The above facts are well known to all NIAGARA FALLS personnel, themselves a proud new addition to the Service Forces Pacific. Less well known, however, is the origin of UNREP.

The first recorded instance of replenishment at sea between ships underway took place in May of 1905, when Vice Admiral ROSHESTVENSKY's Second Far Eastern Squadron of the Imperial Russian Navy, was re-coaled while underway in the South China Sea.

The battleships of the Russian Squadron received coal for their main propulsion plants from freighters of the Hamburg-Amerika Line, A German steamship company which had been chartered by the Tsarist Government for this purpose. The battleships, enroute from St. Petersburg (now Leningrad) in the Baltic Sea to Vladivostok, the Russian Naval Base in Siberian Russia, were supplied with coal over a primitive highline.

It is ironical to note that the Russian ingenuity was to little avail. Admiral ROSHESTVENSKY's Squadron never reached its destination. The entire Russian Squadron was destroyed by the Japanese Fleet under Admiral TOGO in the famous battle of Tsushima, which for all practical purposes ended the Russo-Japanese War.

The value of underway replenishment, however, was not lost with the defeat. Great Britain, Germany and the United States soon followed the example of the Russians, and the Service Forces of the naval powers of the world were given an important new method --UNREP-- underway replenishment.



# PERSONNEL . RITUAL

The following named personnel have reported aboard the publication of our last Familygram.

SN (b) (6)	HTFN (b) (6)	SA (b) (6)
BEFN (b) (6)	SN (b) (6)	SR
SR (b) (6)	SA	SR
SR	AK2	SR
SR	RM2	SR
DPSA (b) (6)	MMFN	SR
SR (b) (6)	SN (b) (6)	SR
SA	(b) (6)	FA
SR	FR	FR
FR	OMSN	FR
FR	SN (b) (6)	FR
SN	SR	SA
AK2	DPS	SR
FR	SR	SR
EMFA (b) (6)	SR	SR
DPSA	SR	SKSR (b) (6)
EMSA	SD1 (b) (6)	

The following personnel were advanced to the rate indicated:

BM3 (b) (6)	BM3 (b) (6)	MM3 (b) (6)
EM3	BM1	PNC
OSSN (b) (6)	MMFN	CSSN
SA (b) (6)	SA 1	EMF
FA	SN (b) (6)	SA 1
SKSN (b) (6)	EMFN (b) (6)	OSSN (b) (6)
BM2	FA (b) (6)	SK2

Congratulations to all these men.

## PERSONNEL DEPARTURES

Since publication of the last familygram, several full officers and enlisted personnel have departed and more will be leaving soon. As always, we hate to see our shipmates leave, but wish them the best in the future, whether to be in a new Navy job or in the civilian world.

Our Executive Officer, Commander Don Harris, will be leaving the ship within a week to assume command of the USS WILLISIE (DD 716), a Reserve Destroyer home-ported at Treasure Island. He will be relieved by Commander Bernard Riedel, who reports aboard from a tour at Air Test and Evaluation Squadron One located on Patuxent River, Maryland.

Commander (b) (6), Supply Officer, will be relieved in late January and will proceed to San Diego, where he will serve as Material Department Director at the Naval Supply Center. His relief will be Commander (b) (6), who comes from the Fleet Material Support Office, Mechanicsburg, Pennsylvania.

Earlier in December, two Full officers, Lieutenant (junior grade) (b) (6) and Ensign (b) (6) were detached and are headed for Flight School in Pensacola, Florida to begin "new" careers as Naval Aviators. Lieutenant (junior grade) (b) (6) has decided to leave the Navy and will pursue a civilian career in Ohio.

The following enlisted personnel have been transferred or separated during the last two months. Good luck to all of them.

PO1 (b) (6)	SN (b) (6)	DP1 (b) (6)
PO2 (b) (6)	MM3	SDSN
PO3 (b) (6)	SKC	EIN3
EIN	CS1	SN
QME	MM3	EIN3 (b) (6)
AK3	MM3	EN2 (b) (6)
EM2	BM3	SM3N
RM2	SK3	HN (b) (6)
SN	HM3	SN
SK2	OS3	RM3N
SK3	RM3	SN (b) (6)
	YN3	

✓

"Copies of 1973 FAMILYGRAMS"

Enclosure (10)

MAJOR SHIPS REPLINISHED DURING THE 1973 DEPLOYMENT

USS AMERICA (CVA-66)	USS LEONARD F. MASON (DD-852)
USS BAINBRIDGE (DLGN-25)	USS MAUNA KEA (AE-22)
USS BLAKELY (DE-1072)	USS McCafferty (DD-860)
USS BORDELON (DD-881)	USS MEYER KORD (DE-1058)
USS BRADLEY (DE-1041)	USS MIDWAY (CVA-41)
USS BROOKE (DEG-1)	USS MILWAUKEE (AOR-2)
USS CACAPON (AO-52)	USS MONTICELLO (LSD-35)
USS THEODORE E. CHANDLER (DD-717)	USS MOUNT KATMAI (AE-16)
USS CHOWANOC (ATF-100)	USS NEW ORLEANS (LPH-11)
USS CLEVELAND (LPD-7)	USS O'CALLAHAN (DE-1051)
USS COCHRANE (DDG-21)	USS OGDEN (LPD-5)
USS CONSTELLATION (CVA-64)	USS OKLAHOMA CITY (CLG-5)
USS JOHN R. CRAIG (DD-885)	USS ORISKANY (CVA-34)
USS ALBERT DAVID (DE-1050)	USS PASSUMPSIC (AO-107)
USS DECATUR (DDG-31)	USS PAUL (DE-1080)
USS DIXIE (AD-14)	USS PONCHATOULA (AO-148)
USS DUBUQUE (LPD-8)	USS PREBLE (DLG-15)
USS ENGAGE (MSO-433)	USS RAMSEY (DEG-2)
USS ENITANCE (MSO-437)	USS RANGER (CVA-61)
USS ENTERPRISE (CVAN-65)	USS RICH (DD-820)
USS EPPERSON (DD-719)	USS ROGERS (DD-876)
USS FANNING (DE-1076)	USS SAFEGUARD (ARS-25)
USS FLINT (AE-32)	USS SAN BERNARDINO (LST-1189)
USS FORTIFY (MSO-446)	USS SANTA BARBARA (AE-28)
USS FOX (DLG-33)	USS SCHOFIELD (DEG-3)
USS GOLDSBOROUGH (DDG-20)	USS SHASTA (AE-33)
USS HENDERSON (DD-785)	USNS TALUGA (T-AO-62)
USS HORNE (DLG-30)	USS TAWASA (ATF-92)
USS ILLUSIVE (MSO-448)	USS TRUXTON (DLGN-35)
USS INCHON (LPH-12)	USS TURNER JOY (DD-951)
USS KING (DLG-10)	USS WABASH (AOR-5)
USS RICHARD E. KRAUS (DD-849)	USS WADDELL (DDG-24)
USS WILLIAM C. LAWE (DD-763)	USS WESTCHESTER COUNTY (LST-1167)
USS LEADER (MSO-490)	USS WICHITA (AOR-1)
USS GEORGE K. MACKENZIE (DD-836)	USS WILTSIE (DD-716)
USS MARIAS (AO-57)	

SHORE FACILITIES REPLINISHED DURING 1973

Fleet Air Support Facility (FASU), Danang, Republic of Vietnam.

ENCLOSURE (11)

"WELL DONE" and Notable Messages  
Received During 1973

USCIB0060966

PTTEZOVU RUMSAA0372 0300749-EEEE--RHM060A.

ZNY EEEEE ZOV RUMSAA7157 REROUTE OF RUMSONA0372 0300110

RHM060A -T- USS NIAGARA FALLS

P 213110Z MAR 70

FM CTF SEVEN SEVEN

TO ZEN/USN ENTERPRISE

ZEN/USN CONSTELLATION

RHM060A/USN NIAGARA FALLS

BT

UNCLAS/E F T O

WELL DONE

1. FULLY APPRECIATE THE TREMENDOUS JOB IN MOVING STAFF FROM ENTERPRISE TO CONSTELLATION 30 MAR. THE MOVE ON BOARD WAS ONE OF THE SMOOTHEST EVER REMEMBERED BY THIS STAFF.
2. FOR NIAGARA FALLS: YOUR TWO HELOS AND CREWS WERE OUTSTANDING IN THEIR CONTRIBUTION AND WILLING COOPERATION ALL THE MOVE TIME AT 94 PERCENT.
3. FOR ENTERPRISE: TO ALL THOSE THAT AROSE EARLY TO GET THE MOVE GOING, A SINCERE THANK-YOU. YOUR TEAMS WORKED LIKE CLOCKWORK, ESPECIALLY UNDER THE ABLE DIRECTION OF CHIEF (b)(6) LITTLE THING AND P.O. (b)(6). YOUR HELO CREWS DESERVE MUCH APPLAUSE SINCE NOT ONLY DID THEY MOVE OUR STAFF BUT THEY HELPED MOVE THE SIG ROCKET DEPARTMENT. THE WHOLE AIR DEPARTMENT IS TO BE CONGRATULATED.

PAGE TWO RUMSONA0372 E F T O

4. FOR CONSTELLATION: YOU WERE READY FOR US IN ALL RESPECTS. THE MOVEMENT OF MATERIAL TO OUR SPACES WAS QUICK AND EFFICIENT. IN ADDITION THE DETAILED WORK THAT WENT INTO PUTTING THE STAFF SPACES IN OUTSTANDING MATERIAL CONDITION IS SINCERELY APPRECIATED.
5. WELL DONE. RADM MCLENDON

BT

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RTTUZYUW RUYIW 0576 0510340-UUUU--RHMPSMM.

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R 200840Z FEB 73

FM CONSERVGRU THREE

TO RHMPSMM/USS NIAGARA FALLS

INFO RUMGOAA/CONSEVENTHFLT

RUHNBRA/CONSERVPAC PH HI

BT

UNCLAS //005961//

A. CONSERVPAC 122057Z FEB 73

1. WELL DONE ON YOUR SELECTION AS HAVING THE BEST MEDIUM GEAR

AFLOAT IN SERVPAC, AND YOUR NOMINATION FOR THE ALL NAVY MEY AWARD  
COMPETITION. RAL MESS

2. THE HIGHLY COMPETITIVE CHARACTER OF THIS ANNUAL EVENTS IS  
EVIDENT THAT YOUR FOOD SERVICE PERSONNEL HAVE ATTAINED AN EXCEPTIONAL  
STANDARD OF EXCELLENCE. YOUR WINNING PERFORMANCE IS A CLEAR INDICATION  
OF HARD WORK AND OUTSTANDING LEADERSHIP AMONG COMMISSARYMEN AND  
MESSMEN WHO HAVE REALLY LEARNED WHAT SERVICE IS ALL ABOUT.

3. MY SINCERE CONGRATULATIONS TO YOU, THE MEN OF YOUR FOOD SERVICE  
DIVISION AND THE REST OF YOUR FINE CREW WHO PERFORM SO WELL AS A TOP  
FEEDER IN THE PACIFIC FLEET SERVICE FORCE. RADM P.P. COLE.

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455 NIAGARA FALL

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178 CENAPAC TABLET

TO RUNEY, MISS HINGARA FIELDS

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UNSC PUBLIC AFFAIRS ONLY MAR 27 PM 02

REMBRANDT CONFERENCE MAR 24 2PM NY

RECEIVED 10/15/1968

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WILLAS & SONS

WILL BROWN

2. CONGRATULATIONS ON COMPLETION OF A DEMANDING WESTPAC CRUISE. ALL HANDS CAN BE JUSTLY PROUD OF A JOB WELL DONE IN SUPPORT OF OUR COMBAT FORCES IN SEASIA. WELCOME HOME. MONTEAL, MOEL, GAYLER, COMMANDER IN CHIEF PACIFIC.

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FM CINCPACFLT MAKALAPA HI  
TO RHMZMCC/USC NIAGARA FALLS

INFO RJHRA 3A AC ONTHEROFLT

PUNGOA/CONSERVANT HLT

ZEN/CONSERVPAC MAKALAPA HI

NUYNCA/CONSERVED THREE

ADMINISTRATIVE/CONSERVATION SEVEN

FILE JNBA/CONSERV GRD ONE

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UNCLAS E F T O 17MAY65/44

ALL DONE

1. AS YOU SAIL HOMEWARD AFTER A DEPLOYMENT OF OVER NINE MONTHS WITH THE SEVENTH FLEET I WISH TO EXPRESS MY DEEPEST APPRECIATION TO CAPTAIN LONG, THE OFFICERS AND MEN OF NIAGARA FALLS FOR COMPLETING A VERY SUCCESSFUL SEVENTH FLEET EMPLOYMENT. SINCE YOUR ARRIVAL LAST JUNE THE PROFESSIONALISM WHICH YOU EXHIBITED IN ACCOMPLISHING ESSENTIAL RENDEZVOUS AND REPLENISHING OPERATIONS SHOULD BE A SOURCE OF GREAT PERSONAL PRIDE FOR NIAGARA FALLS' HARD WORKING CREW. YOUR ASSISTANCE HAS BEEN MOST

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VALUABLE IN MAINTAINING THE HIGH TEMPO OF OPERATIONS NEEDED TO SUPPORT OUR ALLIES TOWARD A JUST AND HONORABLE PEACE. YOU CAN BE JUSTIFIABLY PROUD OF THE SERVICES YOU HAVE RENDERED YOUR FELLOW NAVYMEN IN SUPPORT OF THESE OPERATIONS.

2. ALTHOUGH I REALIZE YOU ARE STILL FAR FROM ALAMEDA, ACCEPT MY PERSONAL THANKS FOR A JOB WELL DONE AND BY BEST WISHES FOR A HAPPY REUNION WITH YOUR FAMILIES AND LOVED ONES.

ADMIRAL J.A. CLAREY, U.S. NAVY, COMMANDER IN CHIEF U.S. PACIFIC FLEET

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ZNYELEE

R 140240Z APR 73

FR CONSERVENHFLT

TO COMFAC//USS NIAGARA FALLS

INFO RUMHABRA/CINCPACFLT MAHALAPA HI

RUMHABRA/COMSERVPAC MAHALAPA HI

RUMHABRA/CIF SEVEN THREE

RUMHABRA/CIG SEVEN THREE PT FIVE

RUMHABRA/CONSERVORU ONE SATEGO CA

RUMHABRA/CONSERVORU SEVEN ALAMEDA CA

BT

UNCLAS E F T O //N01610//

SAYONARA

1. HAVING COMPLETED AN ARDUOUS NINE MONTH TOUR OF DUTY IN SERVPAC 34 WHICH YOU WERE UNDERWAY SIXTY PERCENT OF THE TIME, I CONNEND THE CREW OF NIAGARA FALLS FOR YOUR DILIGENT WORK IN SUPPORT OF SEVENTH FLEET DURING A MOST DEMANDING PERIOD OF ITS HISTORY.

2. YOUR UNTERS WITH UNITS OF TF 13, TF 73, TF 76, AND TF 77 WERE A DIRECT CONTRIBUTION TO THE SEVENTH FLEET EFFORT TOWARD PEACE IN VIETNAM. EACH CREW MEMBER CAN BE JUSTLY PROUD OF THE RECORD MADE BY NIAGARA FALLS IN THE SOUTH CHINA SEAS AND GULF OF TONKIN DURING THE

PAGE TWO RUMGOAA9776 UNCLAS E F T O

LINE SWINGS.

3. I NOTE WITH PLEASURE THAT YOU WERE SELECTED AS THE BEST MEDIUM GENERAL MESS AFLOAT IN SERVPAC. BEST WISHES FOR A HAPPY REUNION WITH YOUR LOVED ONES.

VAD: J. L. HOLLOWAY II, USN

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0 100434Z APR 78  
 FM COMUSMACV PAC PIRREL NARROR NC  
 TO DIRECTOR/USC ELABARA FALLS  
 INFO DEAC/INOC/GOLE MAHALAPA MI  
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 BT

UNCLAS E F Y B/P S10000  
MAY 1993

1. AS YOU STEAM HOMEWARD AFTER A LONG AND ANNOYING DEPLOYMENT I WISH TO EXPRESS MY APPRECIATION TO CAPT LONG, THE OFFICERS AND ENLISTED MEN OF NIAGARA FALLS FOR THE USTAINING AND PERSEVERING PERFORMANCE OF YOUR SAILORS. THE DEDICATED PROFESSIONALISM DEMONSTRATED BY SHAWNEE FALLS HAS EARNED MY DEEPEST RESPECT AND THE APPRECIATION OF ME ALL.

2. BEST - ISLES FOR A PLEASANT VACATION HOME, A WARM AND HAPPY RECEPTION WITH YOUR LOVED ONES AND FRIENDS, AND A HIGH REVEREND BLESS. READ ANIMATA P. B. SECRETARIAL.

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N 030620Z APR 73

FM CTF SEVEN THREE

TO R00ZMCC/US NIAGARA FALLS

INFO ZEN2/COMSEVENTHFLT

ZEN2/CONSERVPAC PH HI

ZEN2/CONSERVGRU ONE SDIEGO CA

ZEN2/CONSERVGRON SEVEN ALAMEDA CA

BT

UNCLAS E F T O //NO1650//

SAYONARA

1. AS NIAGARA FALLS COMPLETES A LONG AND ARDUOUS NINE MONTH DEPLOYMENT AND BEGINS THE RETURN VOYAGE HOME FOR REUNIONS WITH LOVED ONES AND FRIENDS, I TAKE THIS FINAL OPPORTUNITY TO COMMEND YOUR OFFICERS AND MEN FOR YOUR PERFORMANCE. NIAGARA FALLS JOINED US DURING THE HEIGHT OF ACTIVITY IN SOUTHEAST ASIA FOLLOWING A RECORD ACCELERATED LOADOUT IN COMUS. ON YOUR FIRST LINE SWING THE FALLS APLY DEMONSTRATED HER WELL KNOWN DEDICATION AND PROFESSIONALISM 6 875, & 1000 SHORT TONS OF SUBSISTENCE ITEMS WHICH STILL STANDS AS A LINE SAVING ISSUE RECORD.

2. SUBSEQUENT TO THIS FIRST LINE SWING THE PERFORMANCE OF NIAGARA

PAGE TWO RUYNWCA1237 UNCLAS E F T O

F LS AS A KEYSTONE OF THE MJSF REMAINED OUTSTANDING. YOU ALL ONLY PROVIDED DIRECT LOGISTIC SUPPORT TO THE SEVENTH FLEET, BUT ALSO FURNISHED TIMELY ASSISTANCE TO SHIPS DISTRESS SUCH AS THE CHINESE MERCHANT SHIP CHIANG CHEN AND MORE RECENTLY THE USS ENGADE FOLLOWING HER FIRE DURING END SWEEP OPERATIONS. YOUR ASSISTANCE IN THE RECOVERY OF A DRONE HELO, THE TRANSFER ASSISTANCE FOR SIX BADLY NEEDED AIRCRAFT ENGINES, WINNING THE SUPPLY "E" AND SELECTION AS HAVING THE BEST MEDIUM GENERAL MESS AFLOAT IN SERVPAC ALL SERVED TO ADD TO THE FINE REPUTATION OF THE FALLS. PARTICULARLY NOTWORTHY TOO WAS YOUR FINE MINORITY AFFAIRS TEAM HEADED BY WARRANT OFFICER (b) (6).

3. THROUGH THE INITIATIVE, IMAGINATION AND THOUGHTFUL RECOMMENDATIONS EMANATING FROM NIAGARA FALLS, SEVENTH FLEET SUPPORT HAS DEFINITELY IMPROVED. THE PROCEDURE RECOMMENDED BY NIAGARA FALLS TO PICK UP DAIRY PRODUCTS IN DANANG MAY ASSURE THE SEVENTHFLT AVAILABILITY OF THIS MORALE ENHANCING PRODUCT IN THE SOUTH CHINA SEA FOR AWHILE LONGER.

4. ON BEHALF OF RADM COLE, I EXTEND A SINCERE WELL DONE AND BEST WISHES FOR A SMOOTH AND SAFE VOYAGE HOME. CAPT J. J. MEYER, JR., CHIEF OF STAFF.

A

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LD 24 TOR: 0611537 SUPP AB DTG 030623Z APR 73

ZNR UUUUU  
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 FM CTO SEVEN THREE PT FIVE  
 TO ZENR/USC NIAGARA FALLS  
 INFO ZENR/CTF SEVEN THREE  
 ZENR/COMSEVUPAC BAKALAPA HI  
 ZENR/COMCEPUSC; CUS SOIECS CA  
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UNCLAS  
 SAYONARA

1. AS NIAGARA FALLS SETS SAIL ON HER JOURNEY HOMEWARD, I WISH TO  
 COMMEND YOU FOR THE OUTSTANDING SERVICE YOU HAVE PROVIDED THE  
 SEVENTHFLT DURING YOUR NUMEROUS LINE SWINGS. YOUR RAPID ADJUSTMENT TO  
 THE INCREASING REQUIREMENTS DURING A PERIOD OF HIGH TEMPO OPERATIONS  
 ENSURED RELIABLE AND EFFICIENT SERVICES TO ALL CUSTOMERS. YOUR  
 ABILITY TO MEET THESE DEMANDS CAN BE ATTRIBUTED TO THE DEDICATION AND  
 PROFESSIONALISM OF YOUR OFFICERS AND MEN. THE DILIGENT EFFORTS  
 DISPLAYED BY ALL HANDS HAVE CLEARLY MADE THE FALLS A VALUED ASSET TO  
 THE 73.5 TEAM.  
 2. PLEASE ACCEPT MY SINCERE APPRECIATION FOR A JOB WELL DONE. MAY  
 YOUR EASTWARD COURSE BE SMOOTH AND THE HOMECOMING A MOST HAPPY ONE.  
 F.B. PROXITY.  
 BT

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03 CONSERVATION ONE 001000

04 TO YOU, YOUR LINE TO HOME WATERS FROM THE WESTERN PACIFIC, LET US  
05 WELCOME YOU HOME TO CAPTAIN LONG, THE OFFICERS AND MEN  
06 OF CONSERVATION ONE 001000.

07 YOUR LONG JOURNEY IN THE FAR EAST HAS CAUSED MANY PERSONAL HARDSHIPS  
08 OF YOU AND YOUR FAMILIES BUT THE SPIRIT AND DEDICATION OF CONSERVATION ONE  
09 IS ALWAYS VERY COMING. WITH SEVENIN FLEET IS RECOGNIZED AND  
10 HIGHLY APPRECIATED.

11 CONSERVATION ONE 001000 HAS MADE A VISUAL CONTRIBUTION TO THE ATTAINMENT OF AN  
12 HONORABLE CONCLUSION TO THE WAR IN VIETNAM. WELL DONE.

13 2. BEST WISHES FOR A BRISTLE AND SMOOTH SAIL UPON YOUR JOURNEY TO  
14 HOME AND FOR A JOYFUL REUNION WITH YOUR FAMILIES AND LOVED ONES.  
15 GOOD LUCKING

01

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COMMAND  
HISTORY

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DEPARTMENT OF THE NAVY  
USS NIAGARA FALLS (AFS-3)  
CARE OF FLEET POST OFFICE  
SAN FRANCISCO 96601

AFS-3/03:clp  
5750  
Ser 229  
30 JUN 1975

From: Commanding Officer, USS NIAGARA FALLS (AFS-3)  
To: Chief of Naval Operations (OP-09B9)

Subj: Command History (OPNAV Report 5750-1)

Ref: (a) OPNAVINST 5750.12B

Encl: (1) Commanding Officers of USS NIAGARA FALLS  
(2) Chronology of Outstanding Events - 1974  
(3) Narrative - 1974

1. In accordance with reference (a), enclosures (1) through (3) are forwarded as OPNAV Report 5750-1 for Calendar Year 1974.

(b) (6)

By direction

Copy to:  
COMSERVPAC



CHRONOLOGY OF OUTSTANDING EVENTS - 1974

- 1 Jan - Observed New Year's Day at Naval Supply Center Oakland, California, as a unit of the Third Fleet
- 3 Jan - Underway for Subic Bay, R.P. for commencement of six month deployment in the Western Pacific
- 6 Jan - Rendezvoused with USNS PASSUMPSIC (TAO-107) for remainder of transit to Subic Bay
- 23 Jan - Arrived Subic Bay, R.P. for provisions loadout at Naval Supply Depot
- 30 Jan - Conducted replenishment operations with Amphibious Task Group 76.4 and Attack Carrier Group 75.4 in the Philippine Sea and Gulf of Siam
- 3 Feb
- 4-6 Feb - Inport Singapore at Man of War Anchorage, prior to departure for the Indian Ocean
- 7 Feb - Underway, enroute Diego Garcia
- 10 Feb - Crossed the Equator at Longitude 84° - 35'E
- 13-14 Feb - Resupplied and visited Diego Garcia, U.K.
- 15 Feb - Underway, enroute Singapore
- 17-21 Feb - Conducted replenishment operations with Task Group 75.5 in the Arabian Sea
- 1-2 Mar - Conducted replenishment operations with Attack Carrier Group 75.4 in the Bay of Bengal
- 5 Mar - Arrived Singapore at Berth 17, Anzuk Naval Base
- 6 Mar - Captain C. S. CHRISTENSEN, Jr., Prospective Commanding Officer of USS NIAGARA FALLS, reported aboard
- 11 Mar - Underway, enroute Subic Bay, R.P.
- 15 Mar - Arrived Subic Bay for two-week maintenance period at ALAVA Pier and one-week provisions loadout at NSD.
- 6 Apr
- 15 Mar - Captain C. S. CHRISTENSEN, Jr., USN, relieved Captain C. R. LONG, Jr., USN, as Commanding Officer, USS NIAGARA

Enclosure (2)

FALLS. Commander Service Group THREE/CTF 73 attended.

- 1 Apr - Underway for Sea Trials; returned to port same day
- 7 Apr - Underway, enroute Kaosuing, Taiwan
- 8-10 Apr - Inport Kaosuing, Taiwan at Berth 17 for Fresh Stores loadout
- 10-11 Apr - Underway, enroute Hong Kong, B.C.C.
- 11-16 Apr - Visited Hong Kong, B.C.C.
- 16 Apr - Underway, mutual exercises with USS JASON (AR-8)
- 17-18 Apr - Participated in STRIKEX supporting USS ORIS and air units of the U.S. Pacific Fleet
- 18-19 Apr - Mutual exercises with USS MAUNA KEA (AE-22)
- 20-27 Apr - Inport Subic Bay at RIVIERA Pier
- 27-28 Apr - Underway for Sea Trials
- 29-30 Apr - Underway for local operations in Subic Bay Operating Areas
- 1-4 May - Inport NSD Subic Bay
- 4-8 May - Underway for local operations in the Philippine Sea
- 9 May - Enroute Kaosuing, Taiwan
- 11-14 May - Inport Kaosuing, Taiwan at Berth 17 for provisions loadout
- 14-15 May - Underway, enroute Subic Bay, R.P.
- 16-20 May - Inport NSD, Subic Bay
- 20-21 May - Underway, enroute Keelung, Taiwan

22-25 May - Visited Keelung, Taiwan

26 May - Underway, enroute Subic Bay, R.P.

27 May - Conducted replenishment operations with units of Amphibious Task Group 76.4

28-30 May - Inport NSD, Subic Bay

30-31 May - Underway, enroute Kaosuing, Taiwan

1 Jun - Arrived Kaosuing, Taiwan for Tender Availability (TAV) with USS SAMUEL GOMPERS (AD-37)

7 Jun - Rear Admiral WU, Superintendant, Fourth Naval Shipyard, R.O.C., visited the ship

10 Jun - Underway, enroute Subic Bay, R.P.

12-14 Jun - Inport NSD, Subic Bay

14 Jun - Underway for local operations in Subic Bay Operating Areas

15-23 Jun - Inport Subic Bay for repairs to Steering Gear and Provisions Loadout

24 Jun - Underway for Sea Trials and Ammunition Loadout

24-26 Jun - Inport NSD, Subic Bay

27-30 Jun - Underway, enroute Yokosuka, Japan

1-9 Jul - Inport, Yokosuka, Japan

9-11 Jul - Participated in Unilateral Antisubmarine Warfare Exercises with surface units of U.S. Pacific Fleet

11 Jul - Departed exercise area for Naval Supply Center Oakland, California

23 Jul - Inport NSC Oakland for post deployment leave and upkeep  
24 Aug period

24 Aug - Inport NSC Oakland for regular overhaul preparation and  
10 Sep supply offload

10 Sep - Underway for ammunition offload in San Francisco Bay,  
Anchorage 14

11-16 - Inport NSC Oakland  
Sep

16-20 - Inport Mare Island, California for supply offload  
Sep

20-30 - Inport NSC Oakland  
Sep

30 Sep - Drydocked at Bethlehem Steel Shipyard, San Francisco,  
19 Oct Drydock #2

19 Oct - Moored at Bethlehem Steel, Pier #5  
3 Nov

3 Nov - Moored Pier #64, AAA Shipyard, San Francisco, California  
31 Dec for regular overhaul

COMMANDING OFFICERS OF USS NIAGARA FALLS (AFS-3)

Captain H. C. HOLLEY, USN  
29 April 1967 to 31 August 1968

Captain A. F. HUFF, USN  
31 August 1968 to 11 February 1970

Captain E. M. COCKE, USN  
11 February 1970 to 20 October 1971

Captain C. C. CARTER, USN  
20 October 1971 to 30 September 1972

Captain C. R. LONG, Jr., USN  
30 September 1972 to 15 March 1974

Captain C. S. CHRISTENSEN, Jr., USN  
15 March 1974 to Present

## NARRATIVE OF EVENTS - 1974

The USS NIAGARA FALLS (AFS-3) with Captain Charles R. Long, Jr. Commanding, observed New Year's Day at the Naval Supply Center, Oakland, California. Having recently completed an extensive supply loadout, the ship was fully prepared for her upcoming six month deployment to the Western Pacific, for which she departed on 3 January 1974. In company with the U. S. Naval Ship PASSUMPSIC (TAO-107), the NIAGARA FALLS transited the Pacific Ocean in twenty days, arriving in Subic Bay, Republic of the Philippines, on 23 January. After a brief resupply loadout period in Subic Bay, the ship departed for local operating areas on 29 January to replenish an Attack Carrier Group including USS HORNE (DLG-30), USS KIRK (DE-1087), USS BRONSTEIN (DE-1037), and USS KITTY HAWK (CVA-63). Upon completion, the ship transited to the Gulf of Siam where she conducted replenishment operation with Surface Units of Amphibious Ready Group 76.4 during the period 2-3 February. Ships replenished included USS BREWTON (DE-1086), USS SOMERS (DDG-34), USS MOUNT VERNON (LSD-39), USS MOBILE (LKA-115), USS BARBOUR COUNTY (LST-1195), and USS OKINAWA (LPH-3). Taking two days to complete this replenishment, the FALLS departed the Gulf of Siam for Singapore on 3 February, anchoring at Man of War Anchorage near that city on the following day. Expecting to remain at anchor for three days, the ship commenced loading fresh produce upon arrival. However, due to terrorists taking over a Ferry anchored nearby, the ship was required to shift anchorages that same evening. The remainder of the loadout, performed entirely by small boats and requiring considerable skill by both the Deck and Supply departments, was completed without incident. The ship departed Singapore on 6 February, with Diego Garcia as her next destination. She crossed the Equator at Longitude 84°-35'E, and on 10 February conducted the traditional Navy ceremonies associated with this event. The Ship arrived at Diego Garcia on the 13th of February and replenished the horse shoe - shaped island initially by Helicopter and later by boat due to engine problems with both Helicopters. The FALLS departed on 15 February and rendezvoused with Surface Units of Task Group 75.5 in the Arabian Sea, which she replenished during the period 17-23 February. Ships replenished included USS MISPELLION (AO-105), USS SCHOFIELD (DEG-3), and USS BAINBRIDGE (DLGN-25). This replenishment included Fleet Transfer of sixty-six personnel reporting to their new commands who had been aboard since the ship departed Subic Bay in January. From here the FALLS transited to the Malacca Straits, and prior to entering, again replenished the Carrier Task Group including USS KITTY HAWK and her escorts. The ship arrived in Singapore for the second time on 5 March and berthed at Anzuk Naval Base, north of the city. This berthing enabled the ship's company to perform a large number of maintenance projects that were required due to the six week journey into the Indian Ocean. In addition, inport services were provided to the USS UTE (ATF-76) and USS SCHOFIELD. While in Singapore the prospective Commanding Officer of USS NIAGARA FALLS, Captain Charles S. Christensen, Jr., reported aboard.

Enclosure (3)

After completing another brief resupply loadout of fresh produce the ship departed for Subic Bay and a two week maintenance and one week loadout period. Enroute to Subic Bay, replenishment services were provided to the U. S. Naval Ship TALUGA (TAO-62) while simultaneously refueling from her. Soon after arrival in Subic Bay, Captain Christensen relieved Captain Long as Commanding Officer of the NIAGARA FALLS in a relieving ceremony on 15 March. Attending the ceremony was Commander Service Group THREE/CTF 73, Real Admiral J. D. Johnson, USN.

After successfully completing sea trials, the ship proceeded to Kaohsiung, Taiwan on the 6th of April. Enroute she replenished the USS ROBERT E. PEARY (DE-1037) and USS HAROLD E. HOLT (DE-1074). Arriving in Kaohsiung on 8 April, the ship immediately began loading stores, and the following day provided inport replenishment services to USS BADGER (DE-1071), USS FORT FISHER (LSD-40), USS ST. LOUIS (LKA-116), and USS GOMPERS (AD-37). The USS SCHOFIELD, USS HAROLD E. HOLT, and USS BREWTON were also "inrepped" at this time.

On 10 April the ship departed Kaohsiung for Hong Kong, B.C.C. and the first chance of rest and relaxation for her crew, a well deserved break from nearly four full months of underway steaming. Upon arrival in Hong Kong on the 11th however, it was requested that replenishment services be provided to the U. S. Defense liaison Office (USDLO) in the city, and the other U. S. Navy ships inport at the time, including USS SCULPIN (SSN-590), USS JASON (AR-8), and USS HORNE.

The ship departed from Hong Kong on 17 April and for two days participated in a simulated wartime exercise with Surface and Air Units of the U. S. Pacific Fleet. Participating units included USS KITTY HAWK, USS SCULPIN, and two patrol gun-boats. This exercise marked one of the first instances a ship of the AFS-1 class took part in a major exercise involving Seventh Fleet Units. Immediately following the exercise, replenishment services were provided to USS O'CALLAHAN (DE-1051), USS RICHARD S. EDWARDS (DD-950), USS MORTON (DD-948), USS HASSAYAMPA (AD-145), and USS HALSEY (DLG-23). In addition, mutual exercises were conducted with the USS MAUNA KEA (AE-22) on 18 April. Upon return to Subic Bay on 20 April, the FALLS remained inport for eight days while the ship's crew effected major repairs to her steering gear, a source of problems frequently throughout the cruise. In addition, inport replenishment services were provided to the USS ORISKANY (CVA-34) and other U. S. Navy Surface Units inport at that time.

The ship successfully completed sea trials on 27-28 April, and on the 29th replenished the USS SACRAMENTO (AOE-1), USS OKLAHOMA CITY (CLG-5), USS KITTY HAWK, and USS KIRK. Returning to Subic Bay on 1 May, she loaded out for upcoming services with Amphibious Ready Group 76.4 and the Attack Carrier Group composed of the KITTY HAWK and her escorts. This major replenishment,

conducted on 8-10 May, was performed for the most part during the night, involving considerable skill with each participating ship. It should be noted that these operations transpired with no casualties sustained by the NIAGARA FALLS or by personnel aboard ships that were replenished.

On 11 May the ship returned to Kaohsiung, Taiwan, and remained inport until the 14th, replenishing U. S. Navy Surface Units present there, and again taking on fresh produce. The FALLS returned to Subic Bay on 16 May, and after a four day loadout period, steamed to Keelung, Taiwan, for four days of rest and relaxation. The ship departed Keelung on 27 May and enroute to Subic Bay replenished Amphibious Ready Group 76.4 on the evening of 27 May. Arriving in Subic on the 28th, additional stores were taken on for upcoming services to ships awaiting supplies in the Philippine sea. These services were provided on 30 May to the USS GURKE (DD-783), USS BAUSELL (DE-845), and USS JUNEAU (LPD-10).

Having been scheduled for tender availability (TAV) for the period 1-10 June, the ship once again transited to Kaohsiung, Taiwan, this time mooring alongside the USS SAMUEL GOMPERS. The Tender Availability was abruptly halted when typhoons in the area threatened to enter close to the Taiwan coast. Departing with the GOMPERS on 8 June, the ship returned to Subic Bay on the 10th, having successfully evaded the threatening typhoon.

The FALLS remained in Subic until 14 June, returning to sea to replenish the USS TURNER JOY (DE-95) and USS RANGER (CVA-61) on the 14th and 15th.

The ship again returned to Subic the following day for a two week upkeep period. These two weeks allowed the ship's company to perform a great deal of required maintenance that had been delayed due to the increased tempo of operations during the past two months. In addition to this work, inport services were provided to the USS BRADLEY (DE1041), USS JOHN S. MCCAIN (DDG-36), USS NEW ORLEANS (LPH-11), USS CAYUGA (LST-1186), USS POINT DEFIANCE (LSD-31), USS BRISTOL COUNTY (LST-1198), USS MARS (AFS-1), USS KILAUEA (AE-26), USS CHICAGO (CG-11), USS BAUSELL, USS GURKE, USS SACRAMENTO, USS ST. LOUIS, USS HASSAYAMPA, USS RACINE, USS MASON, and USS JUNEAU.

The ship departed Subic Bay for the last time on 27 June and steamed toward Yokosuka, Japan for a final port call and one week maintenance period prior to departing for the United States. While enroute to Yokosuka, the FALLS replenished the USS MASON (DD-852) and performed a ten hour Conventional Supply Offload (CONSOL) with the USS WHITE PLAINS (AFS-4). In spite of a few temporary delays caused by equipment breakdowns, this major evolution was accomplished with exceptional speed.



The ship arrived in Yokosuka on 1 July and while inport effected repairs to radar equipment and engineering spaces in preparation for an upcoming Antisubmarine Warfare Exercise (ASWEX) and the transit Stateside. The ship departed Yokosuka on 9 July, and transited to a predetermined exercise area to rendezvous with additional ships that were to participate in the exercise. For the following day and half, the FALLS participated in numerous Anti-submarine Warfare Exercises with the USS HOEL (DDG-13), USS RICHARD B. ANDERSON (DD-786), and USS SAILFISH (SS-572). These exercises offered the officers and crew the opportunity to not only observe Antisubmarine Warfare Tactics but also to actually participate in ASW Exercises. The successful completion of this exercise demonstrated that a ship of the AFS-1 class could indeed be utilized as an Antisubmarine Unit, a concept not fully recognized.

On 11 July the ship departed the exercise area for Oakland, California, having completed one of her more successful deployments since commissioning in 1967. Since arriving in the Western Pacific the FALLS had spend ninety-four days inport and eighty-six days underway, performing one hundred fourteen major replenishments, including eighty Vertical Replenishments (VERTREPS) and seventeen Conventional Replenishments (CONREPS). She issued over 1,990 short tons of cargo, received over 1421 short tons, issued 151,500 gallons of Naval Distillate (ND) Fuel, and received 1909,600 gallons. In addition 193 shorts tons of Fleet Freight, 14,296 pounds of mail, and 188 passengers were transferred.

The transit back to the states proved to be just as busy as the earlier parts of the cruise, as a great deal of topside painting, maintenance, and general work was accomplished which vastly improved the external appearance of the ship. In spite of frequent delays caused by poor visibility and having to avoid major storm areas, the FALLS still managed to return to Oakland by the scheduled date of 23 July, six months to the day after arriving in Subic Bay.

For the following month until 24 August, the ship balanced a post deployment leave and material upkeep period with the commencement of offloading the vast number of stores still held in the holds of the ship. For the period 24 August - 10 September the ship's company continued to offload stores and continued preparation for the regular overhaul starting in October. In addition, general training was conducted by all departments, including a fast cruise on 3 September, and Independent Steaming Exercises (ISE) on 10 September. Due to the fact that a significant portion of the upcoming overhaul was to be performed by the ship's force, considerable effort and attention was devoted to the management of man hours and material at all levels of the ship's organization. On 10 September, the ship anchored in San Francisco Bay to offload nonexpended ammunition. After an overnight stay in the bay, the ship returned to NSC Oakland to continue offloading stores. A major supply offload was conducted at Mare Island, California, 16-20 September,

in addition to the offload of the Supply Operations Assistance Program (SOAP) materials. All ship's personnel devoted many hours toward the completion of this offload in order to return to Oakland by 20 September. Here the FALLS remained until 30 September, continuing the major task of preparing for the ship's first overhaul and drydock period since 1971.

On 30 September the ship shifted berths to Bethlehem Steel Corporation shipyard, San Francisco, for the drydock phase of a six month overhaul. Once in drydock, major work projects were begun to improve engineering spaces and the large number of equipments required to operate the ship. On 19 October, the FALLS shifted berths and moored to pier #5, Bethlehem Steel Shipyard, where she remained until 3 Nov. From here the ship moored to pier 64, Triple "A" Shipyard, San Francisco, for the remainder of her regular overhaul to be completed in March 1975.